

State of Ohio
Department of Public Safety



OHIO TRAFFIC CRASH
PROCEDURE MANUAL

1970 West Broad Street
P.O. Box 182081
Columbus, OH 43218-2081
(614) 466-2550

OHIO DEPARTMENT OF PUBLIC SAFETY

- Administration
- Ohio State Highway Patrol
- Bureau of Motor Vehicles
- Division of Emergency Medical Services
- Emergency Management Agency

Dear Law Enforcement Official:

Motorists look to the traffic officer for help, especially in the case of a motor vehicle crash. This manual and the allied OH-1 forms have been developed and are supplied to assist in making a complete, factual investigation. There are many advantages to using this form:

- ◆ The forms will provide you with a blue print for conducting your investigation, and they assist our department in compiling statistics.
- ◆ You and your department will have a record that can be used in civil or criminal proceedings, weeks, months or even years later.
- ◆ The data from your report will provide precise information on location, road conditions, weather conditions, signs, signal, pavement & markings, vehicle sizes and model; data which will be used by engineers to remove hazards and design safer roadways and vehicles for the future.
- ◆ Your office, this department and many others concerned in highway safety will be using the statistics generated for educational efforts, and enlisting help from the media to pinpoint and further inform the driving public of the serious problems being encountered on Ohio's roads.

We need your continued support and cooperation if we are to reduce Ohio's crashes even lower than the current level.

Sincerely,

DIRECTOR
Ohio Department of Public Safety

Mission Statement

"to save lives, reduce injuries and economic loss, to administer Ohio's motor vehicle laws and to preserve the safety and well being of all citizens with the most cost-effective and service-oriented methods available."



SECTION 5502.01 DEPARTMENT OF PUBLIC SAFETY

The Department of Public Safety shall administer and enforce the laws relating to the registration, licensing, sale and operation of motor vehicles and the laws pertaining to the licensing of drivers of motor vehicles.

The department shall compile, analyze and publish statistics relative to motor vehicle crashes and the causes thereof, prepare and conduct educational programs for the purpose of promoting safety in the operation of motor vehicles on the highways, assist the state board of education in the formulation of minimum standards for driver education courses of instruction, encourage driver instruction in the high schools of the state and conduct research and studies for the purpose of promoting safety on the highways of this state.

SECTION 5502.11 CRASH REPORT TO DIRECTOR

Every law enforcement agency representing a township, county, municipal corporation, or other political subdivision investigating a motor vehicle crash involving a fatality, personal injury, or property damage in an amount not less than four hundred dollars shall, within five days, forward a written report of such crash to the director of public safety on a form which the director shall adopt subject to sections 119.01 to 119.13 of the Revised Code.

SPECIAL NOTE: OFFICERS INVOLVED IN CRASHES

On March 23, 1981, House Bill 990 under Section 3937.41 of the O.R.C. became law. The law prohibits unfavorable treatment of applicants for or policy holders of private automobile insurance, that were involved in crashes while engaged in official police, fire, or rescue work.

To avoid having a crash appear on your driver history abstract, as required by the registrar under Section 4509.05 of the O.R.C., a letter certifying that you were involved in a crash while on official duty must be sent to the Department of Public Safety.

The certification letter must:

- 1. be on official letterhead of the submitting agency*
- 2. be signed by an authorized official*
- 3. be attached to the related crash report*
- 4. make reference that letter is in compliance with Section 3937.41 (D) of the O.R.C.*

**Send the letter and crash report to the Ohio Department of Public Safety,
Attention: Traffic Crash Records Section, PO Box 182081, Columbus,
Ohio 43218-2081.**

OHIO Traffic Crash Report - Introduction

The OH-1 crash report form has been updated and re-designed because of the need to collect data relevant to ever changing transportation problem areas.

This manual was designed to promote uniformity in crash recording. Some areas covered are so simple they need no special explanation, with other areas needing additional explanation to ensure accuracy. All areas are presented in this manual with explanations and examples where necessary.

WHERE TO SEND COMPLETED FORMS

Completed crash report forms OH-1 and OH-2 and OH-1P are forwarded to:
**The Ohio Department of Public Safety, Traffic Crash Records Section,
PO Box 182081, Columbus, Ohio 43218-2081.**

OBSERVE THE FOLLOWING GUIDELINES

1. Send top original white and blue copies to ODPS.
2. Retain second white and blue carbon copy for local use.
3. DO NOT SEND THE OH-3 WITNESS STATEMENT, EXCEPT IN THOSE TAKEN IN FATAL CRASHES.

PRINT LEGIBLY

Use BLACK ball-point pen only,
DO NOT use pens or markers that will bleed through paper,
Mark in designated boxes ONLY,
Use BLOCK letters and numbers ONLY,

Correct: **2**

Incorrect: **2**

Do not SMEAR, FOLD or STAPLE crash reports,
DO NOT mark through blocks or areas on the report that are not used. Leave those areas blank.

Instructions

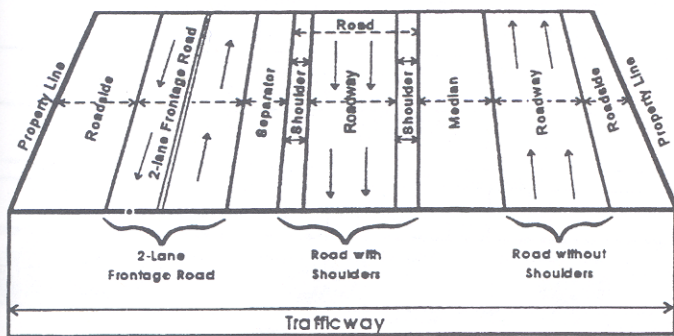
PRINT LEGIBLY

Use BLACK ball-point pen ONLY,
Do NOT use pens or markers that will bleed
through the paper,
Mark in designated boxes ONLY,
Use BLOCK letters and numbers ONLY,
Do not smear or fold reports,
Do not mark through unused boxes.

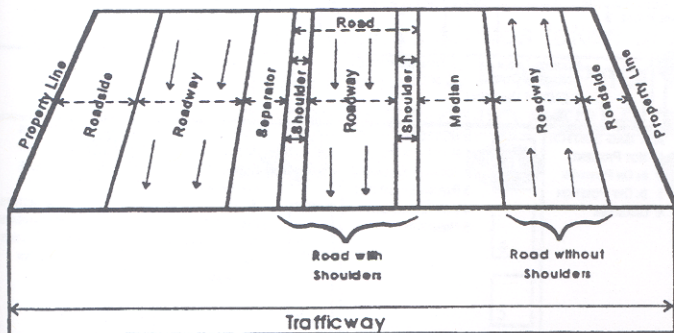
Example:

Correct: 2 Incorrect: 2

Roadway Breakdown

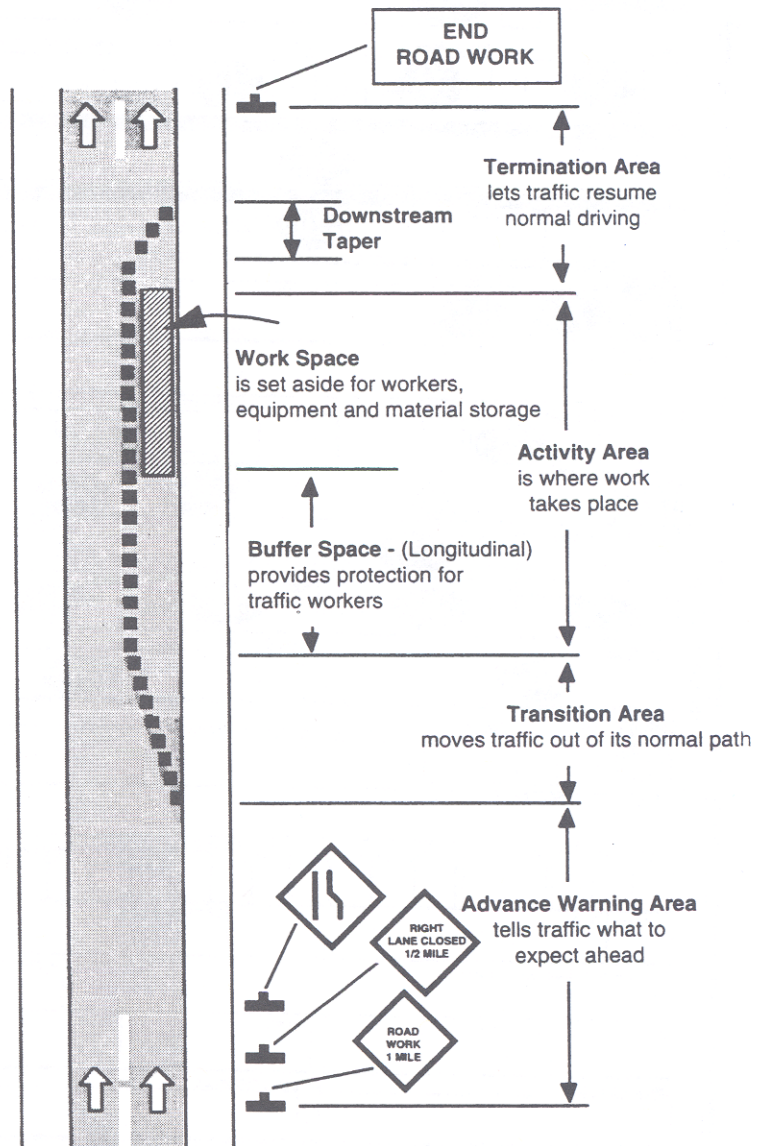


Trafficway with Frontage Road

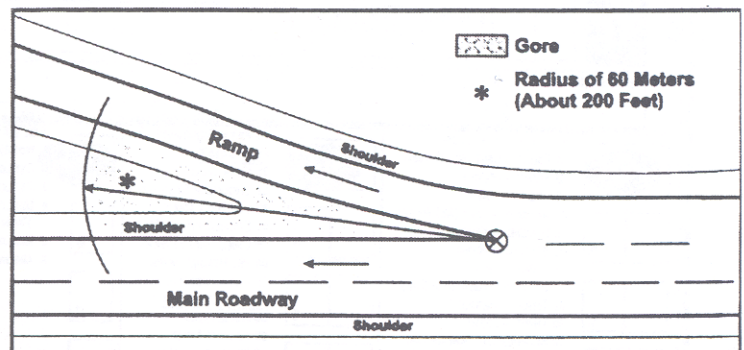


Trafficway with Multiple Roadways in the Same Direction

Work Zone Diagram



Gore



OHIO TRAFFIC CRASH REPORT

LOCAL REPORT # * 1		CRASH SEVERITY 2 1 FATAL 3 PDO INJURY 4 UNKNOWN		PRIVATE PROPERTY 3 'X' IF	HIT/SKIP 4 1 NOT HIT/SKIP SOLVED UNSOLVED	PHOTOS TAKEN 5 'X' IF YES	OH-2 6	OH-3	OH-1P	OTHER	
		N.C.I.C. # * 7		REPORTING AGENCY * 8		# UNITS 9	UNIT ERROR 10 98 = ANIMAL 99 = UNKNOWN	DATE OF CRASH * 11			
TIME OF CRASH 12		DAY OF WEEK 13		CITY * 14	VILLAGE * 15	TWP * 16	NAME (OF CITY, VILLAGE OR TOWNSHIP) *		COUNTY # * 17	LATITUDE 18	LONGITUDE 19
CRASH OCCURRED ON PREFIX CRASH LOCATION 20				TYPE LOC 21		TYPE LOCATION POINT USED 1 NAMED STREET 3 NUMBERED ROUTE 2 NUMBERED STREET		LOCAL INFORMATION 22			
AT / REFERENCE DIST REFERENCE DR PREFIX REFERENCE 23				REFERENCE POINT USED 01 STATE LINE 02 INTERSECTION 2 STREETS 03 COUNTY LINE		04 HOUSE NUMBER 05 TOWNSHIP BOUNDARY 06 MILE POST 07 CORPORATION LIMIT		08 PLACE NAME W/O REFERENCE 09 DRIVEWAY 10 STREET OR ROUTE W/O REFERENCE			

Motorist/Non-Motorist	A UNIT # 21		# OF OCC. 22		NAME (LAST, FIRST, MIDDLE) 23	
	ADDRESS (STREET, CITY, STATE, ZIP CODE) 24					
	SOCIAL SECURITY NUMBER 25		DATE OF BIRTH 26		AGE 27	SEX 28
	HOME PHONE # 29		WORK PHONE # 30			
	DL STATE 31	DL # 32	LP STATE 33	LP # 34	INJURED TAKEN BY 35 1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE	TRANSPORTED BY 36
OWNER NAME (IF SAME, WRITE "SAME") 37						ADDRESS (STREET, CITY, STATE, ZIP CODE) 38
YEAR 39	MAKE 40	MODEL 41	COLOR 42	INSURANCE COMPANY 43	TOWING SERVICE 44	OWNER PHONE # 45
OFFENSE CHARGED 46		OFFENSE DESCRIPTION 47		CITATION # 48		LOCAL CODE? 'X' IF YES 49

Motorist/Non-Motorist	B UNIT # 50		# OF OCC. 51		NAME (LAST, FIRST, MIDDLE) 52	
	ADDRESS (STREET, CITY, STATE, ZIP CODE) 53					
	SOCIAL SECURITY NUMBER 54		DATE OF BIRTH 55		AGE 56	SEX 57
	HOME PHONE # 58		WORK PHONE # 59			
	DL STATE 60	DL # 61	LP STATE 62	LP # 63	INJURED TAKEN BY 64 1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE	TRANSPORTED BY 65
OWNER NAME (IF SAME, WRITE "SAME") 66						ADDRESS (STREET, CITY, STATE, ZIP CODE) 67
YEAR 68	MAKE 69	MODEL 70	COLOR 71	INSURANCE COMPANY 72	TOWING SERVICE 73	OWNER PHONE # 74
OFFENSE CHARGED 75		OFFENSE DESCRIPTION 76		CITATION # 77		LOCAL CODE? 'X' IF YES 78

Occupant	C UNIT # 81		# OF OCC. 82		NAME (LAST, FIRST, MIDDLE) 83	
	ADDRESS (STREET, CITY, STATE, ZIP CODE) 84					
	SOCIAL SECURITY NUMBER 85		DATE OF BIRTH 86		AGE 87	SEX 88
	HOME PHONE # 89		WORK PHONE # 90			
	DL STATE 91	DL # 92	LP STATE 93	LP # 94	INJURED TAKEN BY 95 1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE	TRANSPORTED BY 96
OWNER NAME (IF SAME, WRITE "SAME") 97						ADDRESS (STREET, CITY, STATE, ZIP CODE) 98
YEAR 99	MAKE 100	MODEL 101	COLOR 102	INSURANCE COMPANY 103	TOWING SERVICE 104	OWNER PHONE # 105
OFFENSE CHARGED 106		OFFENSE DESCRIPTION 107		CITATION # 108		LOCAL CODE? 'X' IF YES 109

D UNIT # 110		# OF OCC. 111		NAME (LAST, FIRST, MIDDLE) 112	
ADDRESS (STREET, CITY, STATE, ZIP CODE) 113					
SOCIAL SECURITY NUMBER 114		DATE OF BIRTH 115		AGE 116	SEX 117
HOME PHONE # 118		WORK PHONE # 119			
DL STATE 120	DL # 121	LP STATE 122	LP # 123	INJURED TAKEN BY 124 1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE	TRANSPORTED BY 125
OWNER NAME (IF SAME, WRITE "SAME") 126					
YEAR 127	MAKE 128	MODEL 129	COLOR 130	INSURANCE COMPANY 131	TOWING SERVICE 132
OFFENSE CHARGED 133		OFFENSE DESCRIPTION 134		CITATION # 135	
LOCAL CODE? 'X' IF YES 136					

SEATING POSITION 61 01 FRONT - LEFT (MC DRIVER) 02 FRONT - MIDDLE 03 FRONT - RIGHT 04 SECOND - LEFT (MC PASS) 05 SECOND - MIDDLE 06 SECOND - RIGHT 07 THIRD - LEFT (MC PASSENGER/SIDE CAR) 08 THIRD - MIDDLE 09 THIRD - RIGHT 10 SLEEPER SECTION OF CAB 11 ENCLOSED CARGO AREA 12 UNENCLOSED CARGO AREA 13 TRAILING UNIT 14 EXTERIOR 15 OTHER 16 NON-MOTORIST 17 UNKNOWN		SAFETY EQUIPMENT 62 01 NONE USED 02 SHOULDER BELT ONLY 03 LAP BELT ONLY 04 SHOULDER/LAP BELT 05 CHILD SAFETY SEAT 06 MC HELMET USED 07 USE UNKNOWN 08 NONE USED 09 HELMET USED 10 PROTECTIVE PADS 11 REFLECTIVE CLOTHING 12 LIGHTING 13 OTHER 14 UNKNOWN		AIR BAG 63 01 NOT-DEPLOYED 02 DEPLOYED-FRONT 03 DEPLOYED-SIDE 04 DEPLOYED BOTH FRONT/SIDE 05 NOT APPLICABLE 06 UNKNOWN		AIR BAG SWITCH 64 01 NOT PRESENT 02 IN ON POSITION 03 IN OFF POSITION 04 UNKNOWN		EJECTION 65 01 NOT EJECTED 02 TOTALLY EJECTED 03 PARTIALLY EJECTED 04 NOT APPLICABLE 05 UNKNOWN		TRAPPED 66 01 NOT TRAPPED 02 EXTRICATED BY MECHANICAL MEANS 03 FREED BY NON-MECHANICAL MEANS 04 UNKNOWN		INJURIES 67 01 NO INJURY POSSIBLE 02 NON-INCAPACITATING 03 INCAPACITATING 04 FATAL INJURY 05 UNKNOWN	
BLANK FOR WITNESS													

SUPPLEMENT *
 68 'X' IF YES

OHIO Traffic Crash Report - Page One

Local Report # *

- (1)

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The **local report number** recorded on every page of the crash report and all associated reports (OH-2, OH-3, OH-1P, etc.).

FILL BLOCKS LEFT TO RIGHT.

SEND OH-3 TO OHIO DEPARTMENT OF PUBLIC SAFETY IN FATAL CRASHES ONLY.

Crash Severity

- (2)

<input type="checkbox"/>	1 Fatal Injury	3 PDO (Property Damage Only)
	2 Injury	4 Unknown

Enter number for the **most severe injury**, or in the absence of injury, property damage involved in the crash.

Unknown = (Investigation reveals no injury or property damage, or damage less than \$400. **Local Policy** if crash report completed.

Private
Property

- (3)

<input type="checkbox"/>

"X" If Yes

"X" the box if crash occurred on **private property**. **LEAVE BLANK IF NOT USED.**

Hit / Skip

- (4)

<input type="checkbox"/>	1 Not Hit/Skip
	2 Solved
	3 Unsolved

Enter the number to identify **hit skip** crash information.

Photos Taken

- (5)

<input type="checkbox"/>

 "X" the box if any **photos** were taken relative to the crash.

This includes photos taken of the scene, vehicles, or people involved.

LEAVE BLANK IF NO PHOTOS WERE TAKEN. DO NOT SEND PHOTOS TO OHIO DEPARTMENT OF PUBLIC SAFETY, FILE PHOTOS LOCALLY.

OH-2 OH-3 OH-1P Other

(6)

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"X" the box to indicate **associated reports** completed for this crash.

Example: OH-2, OH-3, OH-1P, OR OTHER (LOCAL REPORTS USED).

IF NO ASSOCIATED REPORTS ARE USED, LEAVE BLANK.

N.C.I.C. *

(7)

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Record the N.C.I.C. **agency identifier** for the reporting agency.

Example: CIP00, 03107, OHP76, 000501.

NOTE: IF YOU DO NOT HAVE AN N.C.I.C. AGENCY IDENTIFIER,

CONTACT "LEADS STEERING COMMITTEE CHAIRPERSON"

Charles D. Shipley Building, P.O. BOX 18205, COLUMBUS, OHIO 43218-2074.

Reporting Agency *

(8)

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Report name of **agency** that has responsibility for filing the crash report.

Example: FINDLAY PD, KNOX COUNTY SO, PERRY TWP. PD.

DO NOT USE ABBREVIATIONS SUCH AS FPD, KCSO, PTPD.

Units

(9)

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Record actual number of motor **vehicles** and **non-motorists** involved in crash.

RECORD TOTAL NUMBER OF UNITS INVOLVED. (01, 02, 03, etc.)

Use motorist / non motorist list below:

Motorist

Sub-Compact

Compact

Mid Size

Full Size

Minivan

Sport Utility Vehicle

Pickup

Panel/Van

Single Unit Truck (2 axles - 6 tires)

Single Unit Truck (3 + axles)

Truck/Trailer

Truck Tractor (Bobtail)

Tractor/Semi-Trailer

Tractor/Double-Short

Tractor/Double-Long

Fifth Wheel Or Converter Dolly

Tractor Triples

Motorcycle

Motorized Bicycle

School Bus

Church Bus

Public Bus

Police Vehicle

Fire Truck

Ambulance/Rescue

Taxi

Motor Home

Train

Farm Vehicle

Farm Equipment

Snowmobile

Construction Equipment

Non-Motorist

Animal W/Rider

Animal W/Buggy

Bicycle

Pedestrian

Pedalcyclist

Skater

Other

Unit Error

(10)

Indicate by unit number the motorist / non-motorist which had the most causative bearing on the crash.

ENTER "98" FOR ANIMALS (deer, dog, cow, etc.).

ENTER "99" IF NO ERROR IS DETERMINED.

Example: (Unit #) 01, 02, 03.

Date of Crash *

(11)

Enter numerical date on which the crash occurred in the following format: "MMDDYYYY". Example: AUGUST 14, 2000 IS RECORDED AS 08142000.

Time of Crash

(12)

Record time of the crash using military (2400 clock) time. **Example:** 8:00 AM RECORD AS 0800, 8:00 PM RECORD AS 2000.

Day of Week

(13)

Record day of week the crash occurred using the first three characters. **Example: Mon, Tue, Wed.**

City Village Township *

(14)

"X" one of the three boxes indicating governmental boundary
MARK ONLY ONE.

Name (OF CITY, VILLAGE OR TOWNSHIP) *

(15)

Print the name of the political subdivision where crash occurred. **Example:**
(City) **Cincinnati**, (Village) **Mariemont**, (Township) **Union**.

County # *
(16)

Indicate county where crash occurred using the first 2 numbers.

01 ADAMS	23 FAIRFIELD	45 LICKING	67 PORTAGE
02 ALLEN	24 FAYETTE	46 LOGAN	68 PREBLE
03 ASHLAND	25 FRANKLIN	47 LORAIN	69 PUTNAM
04 ASHTABULA	26 FULTON	48 LUCAS	70 RICHLAND
05 ATHENS	27 GALLIA	49 MADISON	71 ROSS
06 AUGLAIZE	28 GEAUGA	50 MAHONING	72 SANDUSKY
07 BELMONT	29 GREENE	51 MARION	73 SCIOTO
08 BROWN	30 GUERNSEY	52 MEDINA	74 SENECA
09 BUTLER	31 HAMILTON	53 MEIGS	75 SHELBY
10 CARROLL	32 HANCOCK	54 MERCER	76 STARK
11 CHAMPAIGN	33 HARDIN	55 MIAMI	77 SUMMIT
12 CLARK	34 HARRISON	56 MONROE	78 TRUMBULL
13 CLERMONT	35 HENRY	57 MONTGOMERY	79 TUSCARAWAS
14 CLINTON	36 HIGHLAND	58 MORGAN	80 UNION
15 COLUMBIANA	37 HOCKING	59 MORROW	81 VAN WERT
16 COSHOCTON	38 HOLMES	60 MUSKINGUM	82 VINTON
17 CRAWFORD	39 HURON	61 NOBLE	83 WARREN
18 CUYAHOGA	40 JACKSON	62 OTTAWA	84 WASHINGTON
19 DARKE	41 JEFFERSON	63 PAULDING	85 WAYNE
20 DEFIANCE	42 KNOX	64 PERRY	86 WILLIAMS
21 DELAWARE	43 LAKE	65 PICKAWAY	87 WOOD
22 ERIE	44 LAWRENCE	66 PIKE	88 WYANDOT

Latitude Longitude
(17)

This area is competed in cooperation with Global Positioning Systems (GPS).
Areas are identified in Degrees, Minutes, Seconds, and Degrees of Precision.

Example: (Latitude) 85:54:45.21, (Longitude) 52:54:54.12.

ENTER WITHOUT REGARD TO + or - NUMBERS.

REQUIRED WHEN GLOBAL POSITIONING SYSTEMS ARE AVAILABLE.

(18)

Crash Occurred On:		
Prefix	Crash Location	Type Loc

Crash Occurred On.

Prefix. *Record crash location prefix.*

IF A STREET IS DIVIDED INTO NORTH/SOUTH, OR EAST/WEST SECTIONS, THE PREFIX IS REQUIRED. Example: Both #21 North State Street and a #21 South State Street both exist on the same street.

N = North

S = South

E = East

W = West

Example: THE CRASH LOCATION OF 31 WEST THIRD STREET WOULD BE ENTERED AS THE PREFIX (W).

Crash Occurred On:		
Prefix	Crash Location	Type Loc
W	3rd Street	

Example: THE CRASH LOCATION OF COLUMBUS STREET WOULD HAVE NO PREFIX. THE PREFIX BLOCK IS BLANK.

Crash Occurred On:		
Prefix	Crash Location	Type Loc
	Columbus Street	

Crash Location. *Record street name or route number on which the crash actually occurred.*

Interstate = (IR)

Federal = (US)

State = (SR)

County Road = (CR)

Township Road = (TR)

Example: THE CRASH LOCATION OF INTERSTATE 75 NORTH WOULD BE ENTERED AS IR 75.

Crash Occurred On:		
Prefix	Crash Location	Type Loc
	IR 75	

- 1) An urban numbered or named street must have the street, avenue, road, or boulevard designation.
- 2) A numbered street that is spelled out must be converted to a numeral.
Example: Fifth Avenue is recorded at 5th Ave.
Example: I 75 is recorded as IR 75.
Example: SR 562 is recorded as SR 562.
- 3) If route numbers overlap on the same section of roadway, use the following table to choose the proper route identification. The sequence of the table gives the order of precedence.
 - 1) Interstate (IR) Routes
 - 2) Federal (US) Routes
 - 3) State (SR) Routes
 - 4) County (CR) Roads
 - 5) Township (TR) Roads
 - 6) City Street
 - 7) Access Roads, or Named Alleys.

Example: IF US 30 OVERLAPS ONTO A SECTION OF SR 285, THAT SECTION OF SR 285 NOW BECOMES US 30.

Type Loc.

Type of location used as the location of the crash. Enter number to identify the crash location as a:

- 1 = Named Street (COUNTY ROAD "F", GLENWAY AVE, G STREET).
- 2 = Numbered Street (5TH AVE, 5TH ST, 11TH AVE).
- 3 = Numbered Route (IR 70, SR 35, COUNTY RD 10, TOWNSHIP RD 22).

Example: If the crash occurred on County Road F, enter TYPE LOC as:

Crash Occurred On:		
Prefix	Crash Location	Type Loc
	County Road F	1

Example: If the crash occurred on 5th Avenue, enter TYPE LOC as:

Crash Occurred On:		
Prefix	Crash Location	Type Loc
	5th Ave.	2

Example: If the crash occurred on Interstate 70, enter TYPE LOC as:

Crash Occurred On:		
Prefix	Crash Location	Type Loc
	IR 70	3

(19)

Local Information

Local Information. This optional area is used for local crash location information. Departments may enter named areas, district #, precinct #, private property location, etc.

(20)

At / Reference				
Dist Ref	DR	Prefix	Reference	Ref Point

At / Reference. This area is used for a numerical address, another type of reference is used, or the crash is within the curb line extension of an intersecting street. If the location of the crash falls within the curb line extension of an intersection, record the name of the intersecting street. If an intersection is not used, record the reference point used.

Dist Reference = Distance From Reference. Record the distance from the reference in miles or feet. IF NO REFERENCE IS USED LEAVE BLANK.

M = Miles (3 M).

F = Feet (120 F).

DR = Direction From Reference. Record the direction from the reference used. IF NO REFERENCE IS USED LEAVE BLANK.

N = North

S = South

E = East

W = West

Prefix. Record reference location prefix.

IF A STREET IS DIVIDED INTO NORTH/SOUTH, OR EAST/WEST SECTIONS, THE PREFIX IS REQUIRED. Example: Both #21 North State and a #21 South State Street both exist on the same street.

N = North

S = South

E = East

W = West

Example: THE REFERENCE LOCATION OF WEST THIRD STREET WOULD BE ENTERED AS THE PREFIX (W).

Example: THE REFERENCE LOCATION OF COLUMBUS STREET WOULD HAVE NO PREFIX. THE PREFIX BLOCK IS BLANK.

Reference. Record street name or route number of the reference used.

Interstate = (IR)

Federal = (US)

State = (SR)

County Road = (CR)

Township Road = (TR)

Example: THE REFERENCE LOCATION OF I 75 NORTH WOULD BE ENTERED AS IR 75 North.

Type Loc = Reference Point Used

01 = State Line

06 = Mile Post

02 = Intersection Of Two Streets

07 = Corporation Limit

03 = County Line

08 = Place Name Without Ref.

04 = House Number

09 = Driveway

05 = Township Boundary

10 = Street Or Route Without Ref.

ADDRESS AND LOCATION EXAMPLES:

Example: 31 WEST THIRD STREET

Crash Occurred On:		
Prefix	Crash Location	Type Loc
W	3rd Street	2

At / Reference			
Dist Ref	DR	Prefix	Reference
			31
			04

Example: Main Street within the intersection of Vine Street

Crash Occurred On:		
Prefix	Crash Location	Type Loc
	Main Street	1

At / Reference			
Dist Ref	DR	Prefix	Reference
			Vine Street
			02

Example: County Road F, 1 mile south of SR 35.

Crash Occurred On:		
Prefix	Crash Location	Type Loc
	County Road F	1

At / Reference			
Dist Ref	DR	Prefix	Reference
1 M		S	SR 35
			02



Motorist / Non-Motorist

Unit #

(21)

Record a sequential number starting with "01" for each motorist / non-motorist involved in the crash using 2 digits.

Example: 01, 02, 03, ect.

Of Occupants

(22)

Count the total number of **occupants** in or on this vehicle involved in the crash using 2 digits.

Example: 01, 02, 03, ect.

INCLUDE DRIVER IN THE TOTAL NUMBER OF OCCUPANTS.

Name (Last, First, Middle)

(23)

Full **name** of Motorist / Non-motorist in order of Last, First, Middle.

Address (Street, City, ST, Zip Code)

(24)

Enter street **address**, city, state and zip code of motorist / non-motorist.

Social Security Number

(25)

Record the **social security number** of the motorist / non-motorist.

THIS INFORMATION IS MANDATORY FOR THE CRASH REPORT. IF SUBJECT REFUSES TO PRODUCE SSN, TAKE NO ARREST OR CITATION ACTION FOR THIS REFUSAL, LEAVE BLOCKS BLANK.

The SSN on local copy is blocked out.



Date of Birth

(26)

Enter the numerical **date of birth** of the motorist / non-motorist using the following format: "**MMDDYYYY**".

Example: AUGUST 14, 2000 IS RECORDED AS 08122000.

Age

(27)

Record the **age** of the motorist / non-motorist using 2 digits.

Example: 06, 15, 77.

(LESS THAN 1 YEAR OLD ENTER "00", OLDER THAN 99 ENTER "99".

Sex

(28) ☐

Record the sex of the motorist / non-motorist.

M = Male U = Unknown

F = Female

(29)

Home Phone #

Enter motorist / non-motorist home telephone number including area code.

(30)

Work Phone #

Enter motorist / non-motorist work telephone number including area code.

(31)

DL State

Write the 2 digit code of driver license state of issuance.

Example: OH, KY, IN. See Block 33

(32)

DL #

Record the driver license number for the motorist.

(33)

LP State

Write the 2 digit code of vehicle license state of issuance.

AL Alabama	LA Louisiana	OK Oklahoma	OJ Other Jurisdictions
AK Alaska	ME Maine	OR Oregon	
AZ Arizona	MD Maryland	PA Pennsylvania	
AR Arkansas	MA Massachusetts	RI Rhode Island	
CA California	MI Michigan	SC South Carolina	
CO Colorado	MN Minnesota	SD South Dakota	
CT Connecticut	MS Mississippi	TN Tennessee	
DE Delaware	MO Missouri	TX Texas	
DC District of Columbia	MT Montana	UT Utah	
FL Florida	NE Nebraska	VT Vermont	
GA Georgia	NV Nevada	VA Virginia	
HI Hawaii	NH New Hampshire	WA Washington	
ID Idaho	NJ New Jersey	WV West Virginia	
IL Illinois	NM New Mexico	WI Wisconsin	
IN Indiana	NY New York	WY Wyoming	
IA Iowa	NC North Carolina	DS The U.S. Department of State	
KS Kansas	ND North Dakota	CN Canada	
KY Kentucky	OH Ohio	MX Mexico	

(34) LP #

Enter the **license plate number** of the vehicle supplying the power.
Example: Car pulling a trailer - trailer strikes another vehicle. Vehicle pulling the trailer is the power unit listed as unit #1.
DO NOT RECORD VALIDATION STICKER NUMBER.

(35) Injured ☐ 1 None 4 Other
Taken By ☐ 2 EMS 5 Unknown
3 Police

List the mode of transportation to medical facility.

(36) Transported By Injured Taken To

List who transported this patient to the medical facility, followed by the medical facility receiving patient.
Example: Transported By **Rescue 38** Injured Taken To **University Hosp.**

(37) Owner Name (If Same, Write "Same")

Record the **name** of vehicle owner in order of last, first, middle. If same as driver write **"Same"**.

(38) Address (Street, City, ST, Zip Code)

Record the **address**, city, state and zip code of the vehicle owner. If same as driver write **"Same"**.

(39) Year

Enter the model **year** of the vehicle using 4 digits.
Example: 1999, 2000.

(40) Make

Record the **make** given by the manufacturer to a line of vehicles.
Example: Ford, Chev, Chry, VW.

(41)

Record the **model** name **or numbers** given by the manufacturer to a given model of vehicle.

Example: Explorer, Lumina, 230SI, F-150.

(42)

List the **color** of the vehicle using general colors. LT Blue, DK Blue, ect. When a vehicle is more than one color, the order of listing is from top to bottom, or front to rear. Use a diagonal (/) to separate colors.

(43)

Write the **insurance carrier and/or agent** which insures the liability of the owner / operator. Write "NONE" if financial responsibility is not proven. For a non-motorist write "NA".

Example: A bicyclist or pedestrian would not require proof of financial responsibility. "NA" is entered.

(44)

If vehicle was removed by a wrecker, record the name of the **towing company**.

(45)

Enter motorist / non-motorist **work telephone** number including area code.

Offense Charged

(46)

RECORD ONE OFFENSE PER UNIT (The causative offense).

Record **offense number** charged to motorist / non-motorist that directly related to the crash. **Example:** 4511. 202.

Offense Description

(47)

RECORD ONE OFFENSE PER UNIT (The causative offense).

Describe the **offense** charged to motorist / non-motorist that directly related to the crash. **Example:** Failure To Control.

LIST ONLY (THE CAUSATIVE) OFFENSE, LIST OTHER OFFENSES IN THE NARRATIVE.

[illegible]

List the **citation number** of the offense charged to motorist / non-Motorist directly related to the crash. **FILL BLOCKS LEFT TO RIGHT.**

Local Code? X if Yes

(49) ☐ "X" the box if a City Ordinance or Township Code is used instead of an ORC Section. **LEAVE BLANK IF ORC IS USED.**



B

(50)  **Motorist / Non-motorist**

Complete areas the same as section a (Blocks 21-49).



LIST ALL INJURED OCCUPANTS FIRST. IF MORE THAN TWO INJURED OCCUPANTS, USE OH-1-P.

Unit #

(51)

--	--

Record the unit number that corresponds to this occupant.

LEAVE BLANK FOR WITNESSES.

Name (Last, First, Middle)

(52) _____

Enter full **name** of occupant in order of last, first, middle.

(53) Home Phone #

Record the home phone number of the occupant.

Date of Birth

(54)

--	--	--	--	--	--	--

Enter the numerical **date of birth** of the occupant using the following format:
"MMDDYYYY".

Example: AUGUST 14, 2000 IS RECORDED AS 08122000.

Age

(55)

Record the age of the occupant using 2 digits. Example: 06, 15, 77.

(LESS THAN 1 YEAR OLD ENTER "00", OLDER THAN 99 ENTER "99").

Sex
(56) ☐

Record the **sex** of the Motorist / Non-motorist.

M = Male U = Unknown

F = Female

(57)

Address (Street, City, ST, Zip Code)

Enter street **address**, city, state and zip code of occupant or witness.

(58)

Injured ☐ 1 None 4 Other
Taken By ☐ 2 EMS 5 Unknown
3 Police

List the mode of transportation to medical facility.

(59)

Transported By

Injured Taken To

List who transported this patient to the medical facility, followed by the medical facility receiving patient.

Example: Transported By **Rescue 38** Injured Taken To **University Hosp.**



(60) Complete areas the same as section a (Blocks 51-59).

Seating Position

The **location** of this occupant in, or outside of the vehicle prior to the crash.

LEAVE BLOCKS BLANK FOR WITNESSES.

- (61) ☐ A 01 Front - Left (Motorcycle Driver) 09 Third - Right 17 Unknown
- ☐ B 02 Front - Middle 10 Sleeper Section Of Cab
- ☐ C 03 Front - Right 11 Enclosed Cargo Area
- ☐ D 04 Second - Left (Motorcycle Passenger) 12 Unenclosed Cargo Area
- 05 Second - Middle 13 Tralling Unit
- 06 Second - Right 14 Exterior (Riding on vehicle Exterior)
- 07 Third - Left (MC Passenger/Side Car) 15 Other
- 08 Third - Middle 16 Non-Motorist

Safety Equipment

Safety restraint equipment in use by the occupant at the time of the crash.

INCLUDES MOTORCYCLE HELMET FOR CYCLISTS AND SAFETY EQUIPMENT USED BY A NON-MOTORIST.

(62)

☐ A

Motorist

Non-Motorist

01 None Used

08 None Used

☐ B

02 Shoulder Belt Only

09 Helmet Used

03 Lap Belt Only

10 Protective Pads (Elbows, Knees Shins, Etc.).

☐ C

04 Shoulder / Lap Belt

11 Reflective Clothing

05 Child Safety Seat

12 Lighting

☐ D

06 MC Helmet Used

13 Other

07 Use Unknown

14 Unknown

(63)

☐ A

1. Not Deployed

5. Not Applicable

☐ B

2. Deployed - Front

6. Unknown

☐ C

3. Deployed - Side

4. Deployed Both Front / Side

☐ D

Air Bag

Deployment status of an **air bag** protecting this occupant.

Air Bag Switch

Indicate **air bag switch** status.

(64)

☐ A

1 Not Present

☐ B

2 In ON Position

☐ C

3 In OFF Position

☐ D

4 Unknown

Ejection

Record **ejection** code for occupant.

(65)

☐ A

1 Not Ejected

☐ B

2 Totally Ejected

☐ C

3 Partially Ejected

☐ D

4 Not Applicable

5. Unknown

Trapped

Persons unable to free themselves or cannot be freed from the vehicle due to vehicle damage.

(66)

☐ A

1 Not Trapped

☐ B

2 Extricated By Mechanical Means (Jaws Of Life, Etc.)

☐ C

3 Freed By Non Mechanical Means (Pulled From Vehicle By Another Person)

☐ D

4 Unknown

Injuries

The **injury** level of occupant involved in crash.

(67)

☐ A

1 No Injury (No claimed or visible injury)

☐ B

2 Possible Injury (Claimed injury - not visible)

☐ C

3 Non-Incapacitating (Visible injury - Non Fatal. Cuts, bruises, scrapes).

☐ D

4 Incapacitating (Prevents walking, driving, or normal activities - Non Fatal)

5 Fatal Injury

6 Unknown

(68)

☐

X If Supplemental *
"X" the box if this report is used for a correction or addition to an existing report sent to ODPS. There are no other forms available for correcting or adding information to a report.

ON PAGE ONE COMPLETE BLOCKS 1, 7, 8, 11, 14, 15, 16 AND 68 FOR A CORRECTION AND / OR ADDITION. AREAS ARE IDENTIFIED WITH AN *.

UNIT NUMBERS
69

NON-MOTORIST LOCATION
70

- 01 MARKED CROSSWALK AT INTERSECTION
02 INTERSECTION/ NO CROSSWALK
03 NON-INTERSECTION CROSSWALK
04 DRIVEWAY ACCESS CROSSWALK
05 IN ROADWAY
06 NOT IN ROADWAY
07 MEDIAN (BUT NOT SHOULDER)
08 ISLAND
09 SHOULDER
10 SIDEWALK
11 WITHIN 10 FEET OF ROADWAY (NOT SHOULDER, MEDIAN, SIDEWALK, ISLAND)
12 BEYOND 10 FEET OF ROADWAY (WITHIN TRAFFICWAY)
13 OUTSIDE TRAFFICWAY
14 SHARED USE PATHS OR TRAILS
15 UNKNOWN

TYPE OF UNIT
71

- MOTORIST**
01 SUB-COMPACT
02 COMPACT
03 MID SIZE
04 FULL SIZE
05 MINIVAN
06 SPORT UTILITY VEHICLE
07 PICKUP
08 PANEL/VAN
09 SINGLE UNIT TRUCK; 2 AXLES, 6 TIRES
10 SINGLE UNIT TRUCK; 3+ AXLES
11 TRUCK/TRAILER
12 TRUCK TRACTOR (BORTAL)
13 TRACTOR/SEMI-TRAILER
14 TRACTOR/DOUBLE SHORT
15 TRACTOR/DOUBLE LONG
16 FIFTH WHEEL OR CONVERTER DOLLY
17 TRACTOR/TRIPLES
18 MOTORCYCLE
19 MOTORIZED BICYCLE
20 SCHOOL BUS
21 CHURCH BUS
22 PUBLIC BUS
23 OTHER BUS
24 POLICE VEHICLE
25 FIRE TRUCK
26 AMBULANCE/RESCUE
27 TAXI
28 MOTOR HOME
29 TRAIN
30 FARM VEHICLE
31 FARM EQUIPMENT
32 SNOWMOBILE
33 CONSTRUCTION EQUIPMENT
34 ALL OTHERS
- NON-MOTORIST**
35 ANIMAL W/RODDER
36 ANIMAL W/BUGGY
37 BICYCLE
38 PEDESTRIAN
39 PEDALCYCLIST
40 SKATER
41 OTHER-NON MOTORIST
42 UNKNOWN

IN EMERGENCY RESPONSE
72

- 1 NO
2 YES
3 UNKNOWN

DAMAGE SCALE
73

- 1 NONE
2 NON-FUNCTIONAL DAMAGE
3 FUNCTIONAL DAMAGE
4 DISABLING DAMAGE
5 SEVERE
6 UNKNOWN

DAMAGE AREA
74

74

MOST DAMAGED AREA
75

- 01 NONE
02 CENTER FRONT
03 RIGHT FRONT
04 RIGHT SIDE
05 RIGHT REAR
06 REAR CENTER
07 LEFT REAR
08 LEFT SIDE
09 LEFT FRONT
10 TOP AND WINDOWS
11 UNDERCARRIAGE
12 LOAD/TRAILER
13 TOTAL (ALL AREAS)
14 OTHER
15 UNKNOWN

POINT OF IMPACT
76

- 01 NONE
02 CENTER FRONT
03 RIGHT FRONT
04 RIGHT SIDE
05 RIGHT REAR
06 REAR CENTER
07 LEFT REAR
08 LEFT SIDE
09 LEFT FRONT
10 TOP AND WINDOWS
11 UNDERCARRIAGE
12 LOAD/TRAILER
13 TOTAL (ALL AREAS)
14 OTHER
15 UNKNOWN

ACTION
77

- 1 NON-CONTACT
2 NON-COLLISION
3 STRUCK
4 STRUCK
5 BOTH STRIKING AND STRUCK
6 UNKNOWN

STRIKING VEHICLE:
OVERSIDE/ UNDERSIDE
78

- 1 NO UNDERIDE OR OVERSIDE
2 UNDERIDE, COMPARTMENT INTRUSION
3 UNDERIDE, NO COMPARTMENT INTRUSION
4 UNDERIDE, COMPARTMENT INTRUSION UNKNOWN
5 OVERSIDE, MOTOR VEHICLE IN TRANSPORT
6 OVERSIDE, OTHER VEHICLE
7 UNKNOWN

PRE-CRASH ACTIONS
79

- MOTORIST**
01 MOVEMENTS ESSENTIALLY STRAIGHT AHEAD
02 BACKING
03 CHANGING LANES
04 OVERTAKING/PASSING
05 TURNING RIGHT
06 TURNING LEFT
07 MAKING U-TURN
08 ENTERING TRAFFIC LANE
09 LEAVING TRAFFIC LANE
10 PARKED
11 SLOWING/STOPPED IN TRAFFIC
12 DRIVERLESS
13 OTHER
14 UNKNOWN
- NON-MOTORIST**
15 ENTERING/CROSSING IN SPECIFIED LOCATION
16 WALKING, RUNNING, JOGGING, PLAYING, CYCLING
17 WORKING
18 PUSHING VEHICLE
19 APPROACHING/LEAVING VEHICLE
20 PLAYING/WORKING ON VEHICLE
21 STANDING
22 OTHER
23 UNKNOWN

CONTRIBUTING CIRCUMSTANCES
80

- MOTORIST**
01 NONE
02 FAILURE TO YIELD
03 RAN RED LIGHT, OR STOP SIGN
04 EXCEEDED SPEED LIMIT
05 UNSAFE SPEED
06 IMPROPER TURN
07 LEFT OF CENTER
08 FOLLOWED TOO CLOSELY/ACDA
09 IMPROPER LANE CHANGE/
DROVE OFF ROAD/
IMPROPER PASSING
10 IMPROPER BACKING
11 IMPROPER START FROM PARKED POSITION
12 STOPPED OR PARKED ILLEGALLY
13 OPERATING VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER
14 SWERVING TO AVOID (DUE TO WIND, SLIPPERY SURFACE, VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY, ETC)
15 FAILURE TO CONTROL
16 VISION OBSTRUCTION
17 DRIVER INATTENTION
18 FATIGUE/ASLEEP
19 OPERATING DEFECTIVE EQUIPMENT
20 LOAD SHIFTING/FALLING/SPILLING
21 OTHER IMPROPER ACTION
22 UNKNOWN
- NON-MOTORIST**
23 NONE
24 IMPROPER CROSSING
25 DARTING
26 LYING AND/OR ILLEGALLY IN ROADWAY
27 FAILURE TO YIELD RIGHT OF WAY
28 NOT VISIBLE (DARK CLOTHING)
29 INATTENTIVE
30 FAILURE TO OBEY TRAFFIC SIGNS, SIGNALS, OR OFFICER
31 WRONG SIDE OF THE ROAD
32 OTHER
33 UNKNOWN

VEHICLE DEFECT
CODE ONLY IF '19'
SELECTED ABOVE
81

- 01 TURN SIGNALS
02 HEAD LAMPS
03 TAIL LAMPS
04 BRAKES
05 STEERING
06 TIRE BLOWOUT
07 WORN OR SLICK TIRES
08 TRAILER EQUIPMENT DEFECTIVE
09 MOTOR TROUBLE
10 DISABLED FROM PRIOR CRASH
11 OTHER DEFECTS

SEQUENCE OF EVENTS
82

- NON-COLLISION**
01 OVERTURN/ROLLOVER
02 FIRE/EXPLOSION
03 IMMERISON
04 JACKKNIFE
05 CARGO/EQUIPMENT LOSS/SHIFT
06 EQUIPMENT FAILURE
07 SEPARATION OF UNITS
08 RAN OFF ROAD RIGHT
09 RAN OFF ROAD LEFT
10 CROSS MEDIAN/CENTERLINE
11 DOWNHILL RUNAWAY
12 OTHER NON-COLLISION
13 UNKNOWN NON-COLLISION
COLLISION W/ PERSON, VEHICLE, OR OBJECT NOT FIXED
14 PEDESTRIAN
15 PEDALCYCLE
16 RAILWAY VEHICLE
17 ANIMAL - FARM
18 ANIMAL - DEER
19 ANIMAL - OTHER
20 MOTOR VEHICLE IN TRANSPORT
21 PARKED MOTOR VEHICLE
22 WORK ZONE MAINTENANCE EQUIPMENT
23 OTHER MOVABLE OBJECT
24 UNKNOWN MOVABLE OBJECT
COLLISION WITH FIXED OBJECT
25 IMPACT ATTENUATOR/CRASH CUSHION
26 BRIDGE OVERHEAD STRUCTURE
27 BRIDGE PIER OR ABUTMENT
28 BRIDGE PARAPET
29 BRIDGE RAIL
30 GUARDRAIL FACE
31 GUARDRAIL END
32 MEDIAN BARRIER
33 HIGHWAY TRAFFIC SIGN POST
34 OVERHEAD SIGN POST
35 LIGHT/LUMINAIRES SUPPORT
36 UTILITY POLE
37 OTHER POST, POLE OR SUPPORT
38 CURB
39 DITCH
40 EMBANKMENT
42 FENCE
43 MAILBOX
44 TREE
45 OTHER FIXED OBJECT
46 WORK ZONE MAINTENANCE EQUIPMENT
47 UNKNOWN FIXED OBJECT
48 OTHER
49 UNKNOWN

FIRST HARMFUL EVENT
83

OF THE SEQUENCE OF EVENTS - WHICH ONE IS THE FIRST HARMFUL EVENT (1-4)

MOST HARMFUL EVENT
84

OF THE SEQUENCE OF EVENTS - WHICH ONE IS THE MOST HARMFUL EVENT (1-4)

SPEED DETECTED
85

- 1 STATED
2 ESTIMATED SPEED

SPEED
86

POSTED SPEED
87

TRAFFIC CONTROL
88

- 01 NO CONTROLS
02 STOP SIGN
03 YIELD SIGN
04 TRAFFIC SIGNAL
05 TRAFFIC FLASHERS
06 SCHOOL ZONE
07 RAILROAD CROSSBUCKS
08 RAILROAD FLASHERS
09 RAILROAD GATES
10 CONSTRUCTION BARRICADE
11 POLICE OFFICER
12 PAVEMENT MARKINGS
13 CROSSWALK LINES
14 WALK/DON'T WALK SIGNAL
15 TRAFFIC CONTROL DEVICE INOPERATIVE, MISSING, OBSCURED
16 OTHER

DIRECTION
FROM TO FROM TO
89

- 1 NORTH
2 SOUTH
3 EAST
4 WEST
5 NORTHEAST
6 NORTHWEST
7 SOUTHEAST
8 SOUTHWEST
9 UNKNOWN

CONDITION
90

- 1 APPARENTLY NORMAL
2 PHYSICAL IMPAIRMENT
3 EMOTIONAL
4 ILLNESS
5 FELL ASLEEP, FAINTED, FATIGUED, ETC
6 UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL
7 OTHER
8 UNKNOWN

ALCOHOL/DRUG SUSPECTED
91

- 1 NONE
2 YES - ALCOHOL SUSPECTED
3 YES - DRUGS SUSPECTED
4 YES - ALCOHOL / DRUGS SUSPECTED
5 YES - ALCOHOL / DRUGS SUSPECTED
6 UNKNOWN

ALCOHOL TEST STATUS
92

- 1 NONE
2 TEST REFUSED
3 TEST GIVEN, CONTAMINATED SAMPLE/UNUSABLE
4 TEST GIVEN, RESULTS KNOWN
5 TEST GIVEN, RESULTS UNKNOWN
6 UNKNOWN

ALCOHOL TEST TYPE
93

- 1 NONE
2 BLOOD
3 URINE
4 BREATH
5 OTHER

ALCOHOL TEST RESULT
94

94

DRUG TEST STATUS
95

- 1 NONE
2 TEST REFUSED
3 TEST GIVEN, CONTAMINATED SAMPLE/UNUSABLE
4 TEST GIVEN, RESULTS KNOWN
5 TEST GIVEN, RESULTS UNKNOWN
6 UNKNOWN

DRUG TEST TYPE
96

- 1 NONE
2 BLOOD
3 URINE
4 OTHER

DRUG TEST 1&2 RESULT

97

- 1 NONE
2 MARIJUANA
3 COCAINE
4 OPATES
5 AMPHETAMINES
6 PCP
7 OTHER
8 UNKNOWN AT TIME OF REPORTING

TYPE OF INTERSECTION

98

- 01 NOT AN INTERSECTION
02 FOUR-WAY INTERSECTION
03 T-INTERSECTION
04 Y-INTERSECTION
05 TRAFFIC CIRCLE/ROUNDABOUT
06 FIVE-POINT, OR MORE
07 ON RAMP
08 OFF RAMP
09 CROSSOVER
10 DRIVEWAY/ACCESS
11 RAILWAY GRADE CROSSING
12 SHARED-USE PATHS OR TRAILS
13 UNKNOWN

OCCURRENCE

99

- 1 ON ROADWAY
2 ON SHOULDER
3 IN MEDIAN
4 ON ROADSIDE
5 ON GORE
6 OUTSIDE TRAFFICWAY
7 UNKNOWN

ROAD CONTOUR

100

- 1 STRAIGHT LEVEL
2 STRAIGHT GRADE
3 CURVE LEVEL
4 CURVE GRADE

ROAD CONDITIONS
101

- 01 DRY
02 WET
03 SNOW
04 ICE
05 SAND, MUD, DIRT, OIL, GRAVEL
06 WATER (STANDING, MOVING)
07 SLUSH
08 DEBRIS**
09 RUT, HOLES, BUMPS, UNEVEN PAVEMENT**
10 OTHER
11 UNKNOWN

**SECONDARY ROAD CONDITIONS ONLY

102 SUPPLEMENT YES
103 LOGAL REPORT #

Unit Numbers

(69)

<input type="text"/>	A	<input type="text"/>	B
----------------------	---	----------------------	---

Enter unit numbers from page one.

Non-Motorist Location

(70)

<input type="text"/>	A	<input type="text"/>	B
----------------------	---	----------------------	---

LEAVE BLANK IF "A" OR "B" IS A MOTORIST
Refer to page 2, block 9 for Non Motorist list

Non-Motorists location in the roadway prior to impact.

- 01 Marked Crosswalk At Intersection
- 02 At Intersection / No Crosswalk
- 03 Non-Intersection Crosswalk
- 04 Driveway Access Crosswalk
- 05 In Roadway
- 06 Not In Roadway
- 07 Median (But not shoulder)
- 08 Island
- 09 Shoulder
- 10 Sidewalk
- 11 Within 10 Feet Of Roadway (Not shoulder, median, sidewalk or island)
- 12 Beyond 10 Feet Of Roadway (Within trafficway)
- 13 Outside Trafficway
- 14 Shared Use Paths Or Trails
- 15 Unknown

(71)

Type Of Unit

<input type="checkbox"/>	<input type="checkbox"/>
A	B

Indicate **type of unit** - motorist / non-motorist.

Motorist	
01 Sub-Compact	22 Public Bus
02 Compact	23 Other Bus
03 Mid Size	24 Police Vehicle
04 Full Size	25 Fire Truck
05 Minivan	26 Ambulance / Rescue
06 Sport Utility Vehicle	27 Taxi
07 Pickup	28 Motor Home
08 Panel / Van	29 Train
09 Single Unit Truck (2 axles - 6 tires)	30 Farm Vehicle
10 Single Unit Truck (3 + axles)	31 Farm Equipment
11 Truck / Trailer	32 Snowmobile
12 Truck Tractor (Bobtail)	33 Construction Equipment
13 Tractor / Semi Trailer	34 All Others
14 Tractor / Double Trailer	
15 Tractor / Double Long	
16 Fifth Wheel Or Converter Dolly	
17 Tractor / Triples	
18 Motorcycle	
19 Motorized Bicycle	
20 School Bus	
21 Church Bus	

Non Motorist	
35 Animal W / Rider	
36 Animal W / Buggy	
37 Bicycle	
38 Pedestrian	
39 Pedalcyclist	
40 Skater	
41 Other Non Motorist	
42 Unknown	

(72)

In Emergency Response

<input type="checkbox"/>	<input type="checkbox"/>
A	B

Indicates vehicles such as military, police, ambulance, fire, volunteer fire, etc., which are on an **emergency response**. **CODE ONLY YES IF THE VEHICLE WAS ON AN EMERGENCY RESPONSE WITH EMERGENCY SIGNALS IN USE.**

- 1 No
- 2 Yes
- 3 Unknown

(73)

Damage Scale
☐ A

☐ B

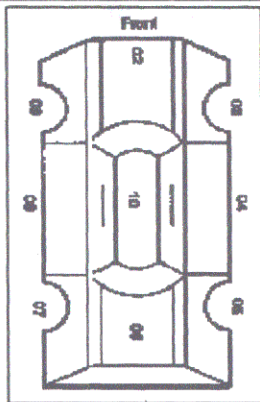
Estimate of **total damage** to vehicle as result of crash.

- 1 None (No damage at all)
- 2 Non-Functional Damage (Cosmetic damage such as scratches, dents)
- 3 Functional Damage (Damage that affects any working part)
- 4 Disabling Damage (Can not be moved, or would become disabled later if moved)
- 5 Severe / Vehicle Totaled (Vehicle needs major restoration)
- 6 Unknown

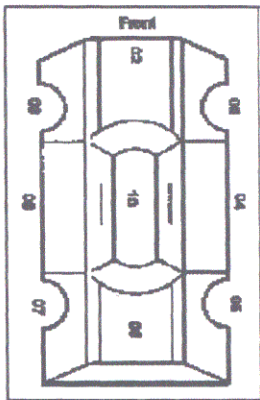
(74)

Damaged Area

A



B



Shade In **damaged areas** For Units "A" And "B"

Most Damaged Area

(75)

☐ A

☐ B

Record the area with the **most damage**.

SELECT ONLY ONE

- | | | |
|-----------------|----------------------|------------|
| 01 None | 08 Left Side | 15 Unknown |
| 02 Center Front | 09 Left Front | |
| 03 Right Front | 10 Top And Windows | |
| 04 Right Side | 11 Undercarriage | |
| 05 Right Rear | 12 Load / Trailer | |
| 06 Rear Center | 13 Total (All Areas) | |
| 07 Left Rear | 14 Other | |

(76)

Point Of Impact

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A		B	

Use Vehicle Diagram From Block 74

List the portion of the vehicle that **first impacted** in the crash.

- | | | |
|-----------------|----------------------|------------|
| 01 None | 08 Left Side | 15 Unknown |
| 02 Center Front | 09 Left Front | |
| 03 Right Front | 10 Top And Windows | |
| 04 Right Side | 11 Undercarriage | |
| 05 Right Rear | 12 Load / Trailer | |
| 06 Rear Center | 13 Total (All Areas) | |
| 07 Left Rear | 14 Other | |

(77)

Action

<input type="checkbox"/>	<input type="checkbox"/>
A	B

ACTION DOES NOT IMPLY FAULT

Action of Motorist / Non-motorist.

Non-contact includes motorists / non-motorists that are directly involved in the crash with no contact between units. Non collision is a vehicle directly involved without striking or being struck by another unit (fire, immersion, overturning, jackknife, carbon monoxide poisoning, etc.).

- | | |
|-----------------|----------------------------|
| 1 Non-Contact | 4 Struck |
| 2 Non-Collision | 5 Both Striking And Struck |
| 3 Striking | 6 Unknown |

(78)

Striking Vehicle Override / Underride

<input type="checkbox"/>	<input type="checkbox"/>
A	B

STRIKING VEHICLE ONLY

Override = Striking vehicle slides over another vehicle.

Underride = Striking vehicle slides under another vehicle.

- | | |
|--|--|
| 1 No Underride Or Override | 5 Override, Motor Vehicle In Transport |
| 2 Underride, Compartment Intrusion | 6 Override, Other Vehicle |
| 3 Underride, No Compartment Intrusion | 7 Unknown |
| 4 Underride, Compartment Intrusion Unknown | |

(79)

Pre-Crash Actions

<input type="checkbox"/>	<input type="checkbox"/>	A	<input type="checkbox"/>	<input type="checkbox"/>	B
--------------------------	--------------------------	---	--------------------------	--------------------------	---

List what motorist / non-motorist was doing **immediately prior** to the crash.

Motorist

- 01 Movements Essentially Straight Ahead
- 02 Backing
- 03 Changing Lanes
- 04 Overtaking / Passing
- 05 Turning Right
- 06 Turning Left
- 07 Making U Turn
- 08 Entering Traffic Lane
- 09 Leaving Traffic Lane
- 10 Parked
- 11 Slowing / Stopped In Traffic
- 12 Driverless
- 13 Other
- 14 Unknown

Non-Motorist

- 15 Entering or Crossing In Specified Location
- 16 Walking, Running, Jogging, Playing, Cycling
- 17 Working
- 18 Pushing Vehicle
- 19 Approaching / Leaving Vehicle
- 20 Playing / Working on Vehicle
- 21 Standing
- 22 Other
- 23 Unknown

(80)

Contributing Circumstances

<input type="checkbox"/>	<input type="checkbox"/>	A	<input type="checkbox"/>	<input type="checkbox"/>	B
--------------------------	--------------------------	---	--------------------------	--------------------------	---

The actions of the motorist / non-motorist which **contributed** to the crash.

Motorist

- 01 None
- 02 Failure To Yield
- 03 Ran Red Light, Or Stop Sign
- 04 Exceeded Speed Limit
- 05 Unsafe Speed
- 06 Improper Turn
- 07 Left Of Center
- 08 Followed Too Closely / ACDA
- 09 Improper Lane Change / Drove Off Road /
Improper Passing
- 10 Improper Backing
- 11 Improper Start From Parked Position
- 12 Stopped Or Parked Illegally
- 13 Operating Vehicle In Erratic, Reckless, Careless,
Negligent Or Aggressive Manner
- 14 Swerving To Avoid (Due To Wind,
Slippery Surface, Vehicle, Object, Non Motorist
In Roadway, Etc.
- 15 Failure To Control
- 16 Vision Obstruction
- 17 Driver Inattention
- 18 Fatigue / Asleep

- 19 Operating Defective Equipment
- 20 Load Shifting / Falling / Spilling
- 21 Other Improper Action
- 22 Unknown

Non Motorist

- 23 None
- 24 Improper Crossing
- 25 Darting
- 26 Lying And / Or Illegally In Roadway
- 27 Failure To Yield Right Of Way
- 28 Not Visible (Dark Clothing)
- 29 Inattentive
- 30 Failure To Obey Traffic Signs,
Signals, Or Officer
- 31 Wrong Side Of The Road
- 32 Other
- 33 Unknown

(81)

Vehicle Defects

	A		B
--	---	--	---

CODE ONLY IF "19" IS USED IN BLOCK 80

If block 80 is coded as a "19", then record the type of **defect** that contributed to the crash. (LEAVE BLANK IF NOT USED)

- | | |
|-----------------|--------------------------------|
| 01 Turn Signals | 07 Worn Or Slick Tires |
| 02 Head Lamps | 08 Trailer Equipment Defective |
| 03 Tail Lamps | 09 Motor Trouble |
| 04 Brakes | 10 Disabled From Prior Crash |
| 05 Steering | 11 Other Defects |
| 06 Tire Blowout | |

(82)

Sequence Of Events

A	B
<input type="text"/> <input type="text"/> 1	<input type="text"/> <input type="text"/> 1
<input type="text"/> <input type="text"/> 2	<input type="text"/> <input type="text"/> 2
<input type="text"/> <input type="text"/> 3	<input type="text"/> <input type="text"/> 3
<input type="text"/> <input type="text"/> 4	<input type="text"/> <input type="text"/> 4

Record the **events in sequence** for this vehicle. Enter as many as 4 events including the most harmful event, and the first harmful event in the order they occurred. If the number of events exceeds 4, list the 4 most harmful events. **A HARMFUL EVENT IS DEFINED AS AN EVENT THAT CAUSES PROPERTY DAMAGE, INJURY OR DEATH.**

Example #1: A car leaves the right side of road, strikes a tree, overturning.
Code sequence would be: 08, 44, 01.

Example #2: A car strikes another vehicle in the rear.
Code sequence would be: 20.

Example #3: Right front tire blowout, car leaves right side of road, striking ditch. Code sequence would be: 06, 08, 40.

Example #4: A car leaves the right side of road, overcorrects crossing road leaving left side of roadway, overturning and catching fire.
Code sequence would be: 08, 09, 01, 02.

Non-collision

- 01 Overturn / Rollover
- 02 Fire / Explosion
- 03 Immersion
- 04 Jackknife
- 05 Cargo / Equipment Loss or Shift
- 06 Equipment Failure (Blown Tire, Brake Failure, Etc.)
- 07 Separation of Units
- 08 Ran Off Road - Right
- 09 Ran Off Road - Left

Collision With Fixed Object

- 25 Impact Attenuator / Crash Cushion
- 26 Bridge Overhead Structure
- 27 Bridge Pier or Abutment
- 28 Bridge Parapet
- 29 Bridge Rail
- 30 Guardrail Face
- 31 Guardrail End
- 32 Median Barrier
- 33 Highway Traffic Sign Post
- 34 Overhead Sign Post

Continued on next page

10 Cross Median / Centerline	35 Light / Luminaries Support
11 Downhill Runaway	36 Utility Pole
12 Other Non-Collision	37 Other Post, Pole Or Support
13 Unknown Non-Collision	38 Culvert
<u>Collision With Person, Vehicle, or</u>	39 Curb
<u>Object Not Fixed.</u>	40 Ditch
14 Pedestrian	41 Embankment
15 Pedalcycle	42 Fence
16 Railway Vehicle	43 Mailbox
17 Animal - Farm	44 Tree
18 Animal - Deer	45 Other Fixed Object (Wall, Building, Tunnel, Etc.)
19 Animal - Other	46 Work Zone Maintenance Equipment
20 Motor Vehicle In Transport	47 Unknown Fixed Object
21 Parked Motor Vehicle	48 Other
22 Workzone Maintenance Equipment	49 Unknown
23 Other Movable Object	
24 Unknown Movable Object	

(83) ☐ A ☐ B FROM BLOCK 82

Record the **box number** from the sequence of events that produced the first property damage, injury or death.

Above Example #1: The first harmful event was striking the tree. The tree was recorded in Box #2 in the sequence of events. The first harmful event would then be a **2**.

Above Example #2: The first harmful event was striking the vehicle in the rear. This was recorded in box #1 in the sequence of events. The first harmful event would then be a **1**.

Above Example #3: The first harmful event was the blown front tire. This was recorded in box # 1 in the sequence of events. The first harmful event would be a **1**.

Above Example #4: The first harmful event was the vehicle overturning. This was recorded in block #3 in the sequence of events. The first harmful event would be a **3**.

(84) ☐ A ☐ B FROM BLOCK 82

Record the **box number** from the sequence of events that produced the most property damage, **most** severe injury or death. If injury occurs, record **the event** that caused the **most serious injury or death**.

INJURIES ALWAYS SUPERSEDE PROPERTY DAMAGE.

If only property damage occurs, record the box number from the sequence of events that caused greatest degree of damage.

10 Cross Median / Centerline	35 Light / Luminaries Support
11 Downhill Runaway	36 Utility Pole
12 Other Non-Collision	37 Other Post, Pole Or Support
13 Unknown Non-Collision	38 Culvert
<u>Collision With Person, Vehicle, or</u>	39 Curb
<u>Object Not Fixed.</u>	40 Ditch
14 Pedestrian	41 Embankment
15 Pedalcycle	42 Fence
16 Railway Vehicle	43 Mailbox
17 Animal - Farm	44 Tree
18 Animal - Deer	45 Other Fixed Object (Wall, Building, Tunnel, Etc.)
19 Animal - Other	46 Work Zone Maintenance Equipment
20 Motor Vehicle In Transport	47 Unknown Fixed Object
21 Parked Motor Vehicle	48 Other
22 Workzone Maintenance Equipment	49 Unknown
23 Other Movable Object	
24 Unknown Movable Object	

(83) **First Harmful Event**
☐ A ☐ B **FROM BLOCK 82**

Record the **box number** from the sequence of events that produced the first property damage, injury or death.

Above Example #1: The first harmful event was striking the tree. The tree was recorded in Box #2 in the sequence of events. The first harmful event would then be a **2**.

Above Example #2: The first harmful event was striking the vehicle in the rear. This was recorded in box #1 in the sequence of events. The first harmful event would then be a **1**.

Above Example #3: The first harmful event was the blown front tire. This was recorded in box # 1 in the sequence of events. The first harmful event would be a **1**.

Above Example #4: The first harmful event was the vehicle overturning. This was recorded in block #3 in the sequence of events. The first harmful event would be a **3**.

(84) **Most Harmful Event**
☐ A ☐ B **FROM BLOCK 82**

Record the **box number** from the sequence of events that produced the most property damage, **most** severe injury or death. If injury occurs, record **the event** that caused the **most serious injury or death**.

INJURIES ALWAYS SUPERSEDE PROPERTY DAMAGE.

If only property damage occurs, record the box number from the sequence of events that caused greatest degree of damage.

(85)

Speed Detected

 A B

Indicate how the vehicle speed was detected.

1 Stated

2 Estimated Speed

(86)

Speed

 A B

Record the vehicles estimated speed in miles per hour based on drivers statement, or officers estimate. **FILL BLOCKS LEFT TO RIGHT.**

(87)

Posted Speed

 A B

Posted speed limit for the vehicle at time of crash. **THE SPEED LIMIT MAY VARY FROM NORMAL ROADWAY SPEED LIMIT WHEN SCHOOL OR CONSTRUCTION ZONES ARE LEGALLY POSTED.**

(88)

Traffic Control

 A B

The type of traffic control device applicable to the motorist / non-motorist at crash location.

01 No Controls

02 Stop Sign

03 Yield Sign

04 Traffic Signal

05 Traffic Flashers

06 School Zone

07 Railroad Crossbucks

08 Railroad Flashers

09 Railroad Gates

10 Construction Barricade

11 Police Officer

12 Pavement Markings

13 Crosswalk Lines

14 Walk / Don't Walk Signal

15 Traffic Control Device Inoperative, Missing, Obscured

16 Other

Direction

Indicate motorist / non-motorists direction.

Example: A vehicle headed north on Vine Street turning west on 6th Street would be recorded as from "1" to "4".

(89)

From	To	From	To
<input type="text" value="A"/>	<input type="text"/>	<input type="text" value="B"/>	<input type="text"/>

- 1 North
- 2 South
- 3 East
- 4 West
- 5 Northeast
- 6 Northwest
- 7 Southeast
- 8 Southwest
- 9 Unknown

(90)

Condition

<input type="text" value="A"/>	<input type="text" value="B"/>
--------------------------------	--------------------------------

Record motorist / non-motorist apparent condition at time of crash.

- 1 Apparently Normal
- 2 Physical Impairment
- 3 Emotional (Depressed, Angry, Disturbed)
- 4 Illness
- 5 Fell Asleep, Fainted, Fatigued, Etc.
- 6 Under The Influence Of Medications/Drugs/Alcohol
- 7 Other
- 8 Unknown

(91)

Alcohol / Drug Suspected

<input type="text" value="A"/>	<input type="text" value="B"/>
--------------------------------	--------------------------------

Investigating Officer's assessment of alcohol or drug use by the Motorist / Non-motorist.

- 1 None
- 2 Yes - Alcohol Suspected
- 3 Yes - HBD Not Impaired
- 4 Yes - Drugs Suspected
- 5 Yes - Alcohol / Drugs Suspected
- 6 Unknown

(92)

Alcohol Test Status

A

B

Enter the status of the alcohol chemical test performed.

1 None

2 Test Refused

3 Test Given, Contaminated Sample/Unusable

4 Test Given, Results Known

5 Test Given, Results Unknown

6 Unknown

(93)

Alcohol Test Type

A

B

Indicate specimen type for alcohol test performed.

1 None

2 Blood

3 Urine

4 Breath

5 Other

(94)

Alcohol Test Result

A

B

SUPPLEMENT LATE RESULTS TO ODPS

LEAVE BLANK FOR TEST REFUSAL

Enter the three digits of any alcohol concentration known. Example: AN ALCOHOL RESULT OF .14% WOULD BE RECORDED AS .140. IF NO TEST IS GIVEN, LEAVE BLANK.

(95)

Drug Test Status

A

B

Enter the status of the drug chemical test performed.

1 None

2 Test Refused

3 Test Given, Contaminated Sample/Unusable

4 Test Given, Results Known

5 Test Given, Results Unknown

6 Unknown

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(96)

Drug Test Type

☐ A☐ B

Indicate **specimen type** for drug test performed.

- 1 None
- 2 Blood
- 3 Urine
- 4 Other

(97)

Drug Test 1 & 2 Result

A
☐ 1

B
☐ 1

SUPPLEMENT LATE RESULTS TO ODPS

☐ 2

☐ 2

LEAVE BLANK FOR TEST REFUSAL

Indication of drug presence through drug screening.

FIRST DRUG DETECTED FROM LIST BELOW.

Indication of drug presence through drug screening.

SECOND DRUG DETECTED FROM LIST BELOW.

- 1 None
- 2 Marijuana
- 3 Cocaine
- 4 Opiates
- 5 Amphetamines
- 6 PCP
- 7 Other
- 8 Unknown At Time Of Reporting

(98)

Type Of Intersection

☐ ☐

Record the **intersection code** to indicate where the crash occurred.

- 01 Not An Intersection
- 02 Four-Way Intersection
- 03 T-Intersection
- 04 Y-Intersection
- 05 Traffic Circle / Roundabout
- 06 Five-point, Or More
- 07 On Ramp (Entrance Ramp)
- 08 Off Ramp (Exit Ramp)
- 09 Crossover
- 10 Driveway / Access
- 11 Railway Grade Crossing
- 12 Shared-use Paths Or Trails
- 13 Unknown

(99)

Occurrence

☐

Identify where the crash occurred (FIRST HARMFUL EVENT)

1 On Roadway

2 On Shoulder

3 In Median

4 On Roadside

5 On Gore SEE APPENDIX A PAGE 17 FIGURE 6 (A-D)

6 Outside Trafficway

7 Unknown

(100)

Road Contour

☐

Record contour of road at crash scene.

1 Straight Level

2 Straight Grade

3 Curve Level

4 Curve Grade

(101)

Road Conditions

Primary

☐

Secondary

☐

Record road conditions at crash scene.

PRIMARY = Overall road conditions at time of crash

SECONDARY = Location conditions that contributed to crash

01 Dry

02 Wet

03 Snow

04 Ice

05 Sand, Mud, Dirt, Oil. Gravel

06 Water (Standing, Moving)

07 Slush

08 Debris **

09 Rut, Holes, Bumps, Uneven Pavement **

10 Other

11 Unknown

**

Secondary Road Conditions ONLY

X If Supplemental *

- (102) ☐ "X" the box if this report is used for a correction or addition to an existing report sent to ODPS. There are no other forms available for correcting or adding information to a report.

ON PAGE TWO COMPLETE BLOCKS 102 AND 103 FOR A CORRECTION AND/OR ADDITION. AREAS ARE IDENTIFIED WITH AN *.

Local Report # *

- (103)

--	--	--	--	--	--	--	--

Local report number from page one.

FILL BLOCKS LEFT TO RIGHT.

Narrative

104

MANNER OF COLLISION OR IMPACT

105

- 1 NOT COLLISION BETWEEN TWO VEHICLES IN TRANSPORT
- 2 REAR-END
- 3 HEAD-ON
- 4 REAR-TO-REAR
- 5 BACKING
- 6 ANGLE
- 7 SIDESWIPE, SAME DIRECTION
- 8 SIDESWIPE, OPPOSITE DIRECTION
- 9 UNKNOWN

WEATHER

106

- 01 CLEAR
- 02 CLOUDY
- 03 FOG, SMOG, SMOKE
- 04 RAIN
- 05 SLEET, HAIL (FREEZING RAIN DRIZZLE)
- 06 SNOW
- 07 SEVERE CROSSWINDS
- 08 BLOWING SAND, SOIL, DIRT, SNOW
- 09 OTHER
- 10 UNKNOWN

LIGHT CONDITIONS

PRIMARY SECONDARY

107

- 1 DAYLIGHT
- 2 DAWN
- 3 DUSK
- 4 DARK - LIGHTED ROADWAY
- 5 DARK - NOT LIGHTED
- 6 DARK - UNKNOWN LIGHTING
- 7 GLARE
- 8 OTHER
- 9 UNKNOWN

SCHOOL BUS RELATED

108

- 1 NO
- 2 YES, DIRECTLY INVOLVED
- 3 YES, INDIRECTLY INVOLVED
- 4 UNKNOWN

WORK ZONE RELATED

109

- 1 NO
- 2 YES
- 3 UNKNOWN

TYPE OF WORK ZONE

110

- 1 LANE CLOSURE
- 2 LANE SHIFT/CROSSOVER
- 3 WORK ON SHOULDER OR MEDIAN
- 4 INTERMITTENT/ MOVING WORK
- 5 OTHER

LOCATION OF CRASH IN WORK ZONE

111

- 1 BEFORE FIRST WORK ZONE WARNING SIGN
- 2 ADVANCE WARNING AREA
- 3 TRANSITION AREA
- 4 ACTIVITY AREA

WORKERS PRESENT

112

- 1 NO
- 2 YES
- 3 UNKNOWN

Diagram



Write an "N" on the compass diagram to indicate the direction of north.

113

Truck/Bus

UNIT #

114

THE CRASH INVOLVED ONE OR MORE OF THE FOLLOWING:

- A TRUCK (MOTOR VEHICLE) WITH A GVWR MORE THAN 10,000 POUNDS; OR
- A TRUCK (MOTOR VEHICLE) WITH A HAZARDOUS MATERIALS PLACARD; OR
- A BUS DESIGNED FOR AT LEAST 8 PERSONS, INCLUDING DRIVER.

COMPANY (FROM SHIPPING PAPERS)

115

ADDRESS (STREET, CITY, ST, ZIP CODE)

117

THE CRASH RESULTED IN ONE OR MORE OF THE FOLLOWING:

- A FATALITY; OR
- AN INJURY REQUIRING TRANSPORTATION FOR IMMEDIATE MEDICAL TREATMENT; OR
- AT LEAST ONE VEHICLE WAS TOWED DUE TO DISABLING DAMAGE OR REQUIRED INTERVENING ASSISTANCE BEFORE PROCEEDING UNDER ITS OWN POWER.

COMPANY PHONE

116

US DOT

118

ICC/MC

119

PUCO

120

TRAILER LP ST.

121

TRAILER LP YEAR

122

TRAILER LP #

123

PLACARD #

124

OF DIA

125

CARGO BODY TYPE

126

- 01 NOT APPLICABLE
- 02 BUS (8-15 INCLUDING DRIVER)
- 03 VAN/ENCLOSED BOX
- 04 GRAM/CHIPS/GRAVEL

- 05 POLE
- 06 CARGO TAN
- 07 FLATBED
- 08 DUMP

- 09 CONCRETE MIXER
- 10 AUTO TRANSPORTER
- 11 GARBAGE/REFUSE
- 12 OTHER
- 13 UNKNOWN

Weight (GVWR)

- 1 LESS/EQUAL 10,000
- 2 10,001 - 25,000
- 3 MORE THAN 25,000

127

CDL Class

- 1 CLASS A
- 2 CLASS B
- 3 CLASS C
- 4 CLASS M
- 5 CLASS D

128

Hazardous Materials Placard

- 1 NO
- 2 YES
- 3 UNKNOWN

129

Hazardous Material Released

- 1 NO
- 2 YES
- 3 NOT APPLICABLE
- 4 UNKNOWN

130

Police Action

DATE CRASH REPORTED

131

TIME REC CALL

132

DISPATCH

133

ARRIVED

134

CLEARED

135

OTHER

136

TOTAL MINUTES

137

OFFICER'S NAME *

138

BADGE # *

139

CHECKED BY

140

DATE REPORT FILED *

141

REPORT TAKEN BY

- 1 POLICE AGENCY
- 2 MOTORIST

142

REPORT TAKEN AT

- 1 SCENE
- 2 STATION
- 3 OTHER

143

SUPPLEMENTAL "X" # YES

144

LOCAL REPORT # *

145

(104) **Narrative**

Print a brief and concise view of the crash, explaining how and why the crash happened in simple easy to understand English. Refer to units by number and be sure the narrative corresponds to the codes recorded in other fields and crash diagram.

Note: IF DRIVERS' STATEMENTS CONFLICT, WRITE A BRIEF SYNOPSIS OF EACH DRIVERS' STATEMENT.

Example:

UNIT #1 STATED

UNIT #2 STATED

EXAMPLE OF A POORLY WRITTEN STATEMENT TAKEN FROM AN ACTUAL REPORT:

"Unit #1 was going south on Court St. The light changed from red to green and Unit #2 turned from East Main onto Court St. and sideswiped Unit #1. Unit #1 then followed Unit #2 to get license number."

QUESTIONS LEFT UNANSWERED:

A. *For which unit did the light change from red to green?*

B. *Was Unit #2 eastbound or westbound on East Main Street?*

C. *Who contributed to the crash?*

(105) **Maner of Collision or Impact**

☐

*Record the **manner** in which crash occurred.*

1 Not Collision Between	6 Angle
Two Vehicles In Transport	7 Sideswipe, Same Direction
2 Rear-End	8 Sideswipe, Opposite Direction
3 Head-On	9 Unknown
4 Rear-To-Rear	
5 Backing	

(106) **Weather**

☐

*Record **weather conditions** at the time of the crash.*

- 01 Clear
- 02 Cloudy
- 03 Fog, Smog, Smoke
- 04 Rain
- 05 Sleet, Hail (Freezing Rain Drizzle)
- 06 Snow
- 07 Severe Crosswinds
- 08 Blowing Sand, Soil, Dirt, Snow
- 09 Other
- 10 Unknown

Light Conditions

Primary

Secondary

☐☐

Record lighting conditions at the time of the crash.

Primary = Normal conditions.

Secondary = Causative conditions.

- 1 Daylight
- 2 Dawn
- 3 Dusk
- 4 Dark - Lighted Roadway
- 5 Dark - Not Lighted
- 6 Dark - Unknown Lighting
- 7 Glare
- 8 Other
- 9 Unknown

School Bus Related

☐

Indicate if a school bus is related to the crash. List "**School Bus**" with or without a pupil on board if directly or indirectly involved in the crash.

A SCHOOL BUS IS LISTED AS A UNIT, IF DIRECTLY INVOLVED IN THE CRASH.

A SCHOOL BUS IS NOT LISTED AS A UNIT, IF INDIRECTLY INVOLVED IN THE CRASH.

- 1 No
- 2 Yes, School Bus Directly Involved (BUS IS LISTED AS A UNIT)
- 3 Yes, School Bus Indirectly Involved (BUS IS NOT LISTED AS A UNIT)
- 4 Unknown

A "School Bus" is a motor vehicle used for the transportation of any school pupil at or below the 12th grade level to or from a public or private school, or school related activity. A motor vehicle is not a school bus while on trips, which involve the transportation exclusively of other passengers or exclusively for other purposes. A motor vehicle is a school bus only if it is externally identifiable by all of the following characteristics:

- 1) Its Color is Yellow (School Bus Chrome).
- 2) The Words "SCHOOL BUS" Must Appear On The Front And Rear.
- 3) Flashing Red Lights Are Located On The Front And Rear.
- 4) Lettering On The Bus Identifies The School Or School District, Or The Company Operating The Bus.

Work Zone Related

(109)

☐

Was crash in or related to a construction, maintenance or utility work zone.

- 1 No
- 2 Yes, (Complete Blocks 110, 111 and 112 Below)
- 3 Unknown

**A ROAD CONSTRUCTION / MAINTENANCE AREA CRASH OCCURS
WITHIN THE LIMITS OF START AND END APPEARING TO BE RELATED
TO THE ROAD CONSTRUCTION / MAINTENANCE ACTIVITY.**

Type Of Work Zone

(110)

☐

LEAVE BLANK IF BLOCK 110 IS MARKED NO

Indicate work zone type.

- 1 Lane Closure
- 2 Lane Shift / Crossover
- 3 Work On Shoulder Or Median
- 4 Intermittent / Moving Work
- 5 Other

Location Of Crash In Work Zone

(111)

☐

LEAVE BLANK IF BLOCK 110 IS MARKED NO

Indicate the location of the crash in relation to the work zone.

- 1 Before First Work Zone Warning Area (Before The First Warning Sign)
- 2 Advance Warning Area (After Warning Sign - Before Work Area)
- 3 Transition Area (Where Lanes are shifted, tapered or closed)
- 4 Activity Area (Adjacent to actual work area where equipment and/or workers are present)

Workers Present

(112)

☐

LEAVE BLANK IF BLOCK 110 IS MARKED NO

Were workers present when crash occurred.

- 1 No
- 2 Yes
- 3 Unknown

(113)

Diagram


Write an "N"

on the compass

diagram to

Indicate the direction

of north.



Crash Diagram. Draw a picture of what happened based on the officer's investigation and / or the statements of drivers and witnesses.

THE DIAGRAM SHOULD BE MADE ON ALL CRASHES.

Refer to units by number. Indicate north by writing an "N" on the compass diagram. Label streets and other physical features necessary to explain the crash.

Use solid lines to show vehicles prior to impact _____.

Use dashed lines to show movement after impact -----.

Truck/Bus

Complete the Truck/Bus area when at least one condition from each box below exist in the crash:

THE CRASH INVOLVED ONE OR MORE OF THE FOLLOWING:

- 1 A Truck (motor vehicle) With A GVWR More Than 10,000 Pounds; Or
- 2 A Truck (motor vehicle) With A Hazardous Materials Placard; Or
- 3 A Bus Designed For At Least 8 Persons, Including The Driver.

**A
N
D**

THE CRASH RESULTED IN ONE OR MORE OF THE FOLLOWING:

- 1 A Fatality; Or
- 2 An Injury Requiring Transportation For Immediate Medical Treatment; Or
- 3 At Least One Vehicle Was Towed Due To Disabling Damage or Required Intervening Assistance Before Proceeding Under Its Own Power.

Unit #

(114)

List the unit number of the truck / bus power unit from page one.

(115)

Enter the carrier's company name.

(116)

Enter the carrier's company phone number.

(117)

Enter the carrier's company address.

(118)

Record the US DOT census number of carrier.

(119)

Record the ICC MC number of carrier.

(120)

Record the PUCO number of carrier.

(121)

Write the 2 digit code of the commercial trailer registration state.

Example: OH, KY, IN.

SEE PAGE 10, BLOCK 33 FOR COMPLETE LIST OF CODES.

(122)

Write the 4 digit year of the commercial trailer license plate.

Example: 1999, 2000.

(123)

Enter the commercial trailer registration plate number.

Placard #
(124)

Record the **4 digit placard number** from the hazardous materials placard taken from the center of the diamond or rectangular box.

Dia
(125)

Record the **1 digit diamond** number from the bottom of the diamond placard.

A NUMBERED PLACARD
OR

A PLACARD AND AN
ORANGE PANEL



1090

Cargo Body Type
(126)

Body type of bus or trucks over 10,000 pounds GVWR.

- 01 Not Applicable
- 02 Bus (9-15 Including driver)
- 03 Van / Enclosed Box
- 04 Grain / Chips / Gravel
- 05 Pole
- 06 Cargo Tank
- 07 Flatbed
- 08 Dump
- 09 Concrete Mixer
- 10 Auto Transporter
- 11 Garbage / Refuse
- 12 Other
- 13 Unknown

Weight (GVWR)
(127)

The **gross vehicle weight** rating (GVWR) is the maximum weight a vehicle can carry **including the truck and its load**.

- 1 Less / Equal 10,000 Pounds
- 2 10,001 - 26,000 Pounds
- 3 More Than 26,000 Pounds

(128) ☐ **CDL Class**
 Record the CDL class of the driver.

- 1 Class A = More than 26,000 pounds (tractor and any trailer)
- 2 Class B = More than 26,000 pounds (Straight truck, dump truck, bus with 16 + passengers)
- 3 Class C = Less than 26,000 pounds (16 passengers or less including driver)
 Less than 26,000 pounds (Transporting hazardous materials)
- 4 Class M =
- 5 Class D = Any Other Vehicle Other Than A Commercial Vehicle

(129) ☐ **Hazardous Material Placard**
 Did vehicle have hazardous materials placard?

- 1 No
- 2 Yes
- 3 Unknown

(130) ☐ **Hazardous Material Released**
 Were hazardous materials released from cargo compartment?

- 1 No
- 2 Yes
- 3 Not Applicable
- 4 Unknown

Police Action

(131) **Date Crash Reported.**
 Enter numerical date on which the crash was reported to the agency in the following format: "MMDDYYYY". Example: AUGUST 14, 2000 WOULD BE RECORDED AS 08142000.

Time Rec Call

(132) **Time Received Call.**
 Record time the crash was reported to the agency using military (2400 clock) time. Example: 8:00 AM RECORD AS 0800, 8:00 PM RECORD AS 2000.

Dispatch

(133) **Dispatch Time.**
 Using military time, record time law enforcement was dispatched to the scene of the crash. Example: 8:00 AM RECORD AS 0800, 8:00 PM RECORD AS 2000.

Arrived

(134) Arrival Time.

Using military time, record time law enforcement arrived at the crash scene.

Example: 8:00 AM RECORD AS 0800, 8:00 PM RECORD AS 2000.

Cleared

(135) Time Crash Scene Cleared.

Using military time, record time law enforcement cleared the crash scene.

Example: 8:00 AM RECORD AS 0800, 8:00 PM RECORD AS 2000.

Other

(136) Other Investigation Time.

Record actual number of minutes required to complete the crash investigation/report after leaving the crash scene. **THIS WOULD INCLUDE ADDITIONAL TIME AT A HOSPITAL, INTERVIEWS, AND / OR NOTIFICATIONS. FILL BLOCKS FROM LEFT TO RIGHT.**

Total Minutes

(137) Total Minutes.

Record the total number of minutes required to complete the crash investigation from the time law enforcement was dispatched until all follow up investigations are complete. **FILL BLOCKS FROM LEFT TO RIGHT.**

Example:

Dispatch time: 1700

Cleared scene: 1800

Other investigation = 35 Minutes

TOTAL TIME: 95 MINUTES

Officer's Name *

(138) Officer's Name.

Record investigative officer's name. PRINT NAME LEGIBLY.

Badge # *

(139) Badge Number.

Record investigating officer's identification number assigned by their law enforcement agency. **FILL BLOCKS LEFT TO RIGHT.**

Checked By

(140) Checked By.

Record name, initials or badge number of person checking the report for completeness, accuracy and legibility. PRINT NAME LEGIBLY.

Date Report Filed *

(141) Date Report Filed.

Record date law enforcement concluded crash investigation and filed report, using the following format: **MMDDYYYY**

(142)

Report Taken By

☐

Record the **primary source** of report information

1 Police Agency

Law enforcement completed crash report - responded to scene and/or viewed vehicle or property.

2 Motorist

Motorist completed crash report - law enforcement did not respond to scene or view vehicle or property.

(143)

Report Taken At

☐

Record **where** the report was taken

1 Scene

2 Station

X If Supplemental *

(144)

☐

"X" the box if this report is used for a correction or addition to an existing report sent to ODPS. There are no other forms available for correcting or adding information to a report.

ON PAGE THREE COMPLETE BLOCKS 138, 144, AND 145 FOR A CORRECTION AND/OR ADDITION. AREAS ARE IDENTIFIED WITH AN *.

Local Report # *

(145)

--	--	--	--	--	--	--	--	--	--

Local report number from page one.

FILL BLOCKS LEFT TO RIGHT.

TRAFFIC CRASH REPORT- OCCUPANT ADDENDUM

OH-1-P (Rev. 11/89)

LOCAL REPORTING AGENCY *	REPORTING AGENCY *	DATE OF CRASH *	
--------------------------	--------------------	-----------------	--

E	UNIT #	NAME (LAST, FIRST, MIDDLE)	HOME PHONE #	DATE OF BIRTH	AGE	SEX
ADDRESS (STREET, CITY, STATE, ZIP CODE)			<input type="checkbox"/> INJURED TAKEN BY 1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE	TRANSPORTED BY	INJURED TAKEN TO	

F	UNIT #	NAME (LAST, FIRST, MIDDLE)	HOME PHONE #	DATE OF BIRTH	AGE	SEX
ADDRESS (STREET, CITY, STATE, ZIP CODE)			<input type="checkbox"/> INJURED TAKEN BY 1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE	TRANSPORTED BY	INJURED TAKEN TO	

G	UNIT #	NAME (LAST, FIRST, MIDDLE)	HOME PHONE #	DATE OF BIRTH	AGE	SEX
ADDRESS (STREET, CITY, STATE, ZIP CODE)			<input type="checkbox"/> INJURED TAKEN BY 1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE	TRANSPORTED BY	INJURED TAKEN TO	

H	UNIT #	NAME (LAST, FIRST, MIDDLE)	HOME PHONE #	DATE OF BIRTH	AGE	SEX
ADDRESS (STREET, CITY, STATE, ZIP CODE)			<input type="checkbox"/> INJURED TAKEN BY 1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE	TRANSPORTED BY	INJURED TAKEN TO	

I	UNIT #	NAME (LAST, FIRST, MIDDLE)	HOME PHONE #	DATE OF BIRTH	AGE	SEX
ADDRESS (STREET, CITY, STATE, ZIP CODE)			<input type="checkbox"/> INJURED TAKEN BY 1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE	TRANSPORTED BY	INJURED TAKEN TO	

J	UNIT #	NAME (LAST, FIRST, MIDDLE)	HOME PHONE #	DATE OF BIRTH	AGE	SEX
ADDRESS (STREET, CITY, STATE, ZIP CODE)			<input type="checkbox"/> INJURED TAKEN BY 1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE	TRANSPORTED BY	INJURED TAKEN TO	

K	UNIT #	NAME (LAST, FIRST, MIDDLE)	HOME PHONE #	DATE OF BIRTH	AGE	SEX
ADDRESS (STREET, CITY, STATE, ZIP CODE)			<input type="checkbox"/> INJURED TAKEN BY 1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE	TRANSPORTED BY	INJURED TAKEN TO	

SEATING POSITION 01 FRONT - LEFT (MC DRIVER) 02 FRONT - MIDDLE 03 FRONT - RIGHT 04 SECOND - LEFT (MC PASS) 05 SECOND - MIDDLE 06 SECOND - RIGHT 07 THIRD - LEFT (MC PASSENGER/SIDE CAR) 08 THIRD - MIDDLE 09 THIRD - RIGHT 10 SLEEPER SECTION OF CAB 11 ENCLOSED CARGO AREA 12 UNENCLOSED CARGO AREA 13 TRAILING UNIT 14 EXTERIOR 15 OTHER 16 NON-MOTORIST 17 UNKNOWN	SAFETY EQUIPMENT MOTORIST 01 NONE USED 02 SHOULDER BELT ONLY 03 LAP BELT ONLY 04 SHOULDER/LAP BELT 05 CHILD SAFETY SEAT 06 MC HELMET USED 07 USE UNKNOWN NON-MOTORIST 08 NONE USED 09 HELMET USED 10 PROTECTIVE PADS 11 REFLECTIVE CLOTHING 12 LIGHTING 13 OTHER 14 UNKNOWN	AIR BAG 1 NOT-DEPLOYED 2 DEPLOYED-FRONT 3 DEPLOYED-SIDE 4 DEPLOYED BOTH FRONT/SIDE 5 NOT APPLICABLE 6 UNKNOWN	AIR BAG SWITCH 1 IN ON POSITION 2 IN OFF POSITION 3 NOT PRESENT 4 UNKNOWN	EJECTION 1 NOT EJECTED 2 TOTALLY EJECTED 3 PARTIALLY EJECTED 4 NOT APPLICABLE 5 UNKNOWN	TRAPPED 1 NOT TRAPPED 2 EXTRICATED BY MECHANICAL MEANS 3 FREED BY NON-MECHANICAL MEANS 4 UNKNOWN	INJURIES 1 NO INJURY 2 POSSIBLE 3 NON-INCAPACITATING 4 INCAPACITATING 5 FATAL INJURY 6 UNKNOWN
--	--	--	--	---	---	---

BLANK FOR WITNESS	
-------------------	--

OHIO Traffic Crash Report - OH-1 P

The OH-1 P is used when more than two occupants or witnesses are related to the crash.

When the OH-1 P is used "X" the OH-1 P box on page 1, block 6.

Local Report # *

(146)

--	--	--	--	--	--	--	--	--	--

Local report number from page one.

FILL BLOCKS LEFT TO RIGHT.

N.C.I.C. *

(147)

--	--	--	--	--

Record the N.C.I.C. agency identifier for the reporting agency.

Example: CIP00, 03107, OHP76, 000501.

NOTE: IF YOU DO NOT HAVE AN N.C.I.C. AGENCY IDENTIFIER,
CONTACT "LEADS STEERING COMMITTEE CHAIRPERSON"
Charles D. Shipley Building, P.O. BOX 18205, COLUMBUS, OHIO
43218-2074.

Reporting Agency *

(148)

--	--	--	--	--	--	--	--	--	--

Report name of agency that has responsibility for filing the crash report.

Example: FINDLAY PD, KNOX COUNTY SO, PERRY TWP. PD.

DO NOT USE ABBREVIATIONS SUCH AS FPD, KCSO, PTPD.

Date of Crash *

(149)

--	--	--	--	--	--	--	--	--	--

Enter numerical date on which the crash occurred in the following format:

"MMDDYYYY". Example: AUGUST 14, 2000 IS RECORDED AS
08142000.



LIST ALL INJURED OCCUPANTS FIRST.

Unit #

(150)

Record the **unit number** that corresponds to this occupant.
LEAVE BLANK FOR WITNESSES.

Name (Last, First, Middle)

(151)

Enter full **name** of occupant in order of last, first, middle.

Home Phone #

(152)

Record the **home phone** number of the occupant.

Date of Birth

(153)

Enter the numerical **date of birth** of the occupant using the following format:
"MMDDYYYY".

Example: AUGUST 14, 2000 IS RECORDED AS 08122000.

Age

(154)

Record the **age** of the occupant using 2 digits. Example: 06, 15, 77.
(LESS THAN 1 YEAR OLD ENTER "00", OLDER THAN 99 ENTER "99".

Sex

(155)

Record the **sex** of the Motorist / Non-motorist.

M = Male U = Unknown

F = Female

Address (Street, City, ST, Zip Code)

(156)

Enter street **address**, city, state and zip code of occupant or witness.

Injured

1 None 4 Other

Taken By

2 EMS 5 Unknown

3 Police

(157)

List the mode of transportation to medical facility.

(158)

Transported By	Injured Taken To
----------------	------------------

List who transported this patient to the medical facility, followed by the medical facility receiving patient.

Example: Transported By **Rescue 38** Injured Taken To **University Hosp.**

(159)

F

Complete areas the same as section a (Blocks 150 - 158).

(160)

G

Complete areas the same as section a (Blocks 150 - 158).

(161)

H

Complete areas the same as section a (Blocks 150 - 158).

(162)

I

Complete areas the same as section a (Blocks 150 - 158).

(163)

J

Complete areas the same as section a (Blocks 150 - 158).

(164)

K

Complete areas the same as section a (Blocks 150 - 158).

(165)

Seating Position

The location of this occupant in, or outside of the vehicle prior to the crash.

LEAVE BLOCKS BLANK FOR WITNESSES.

<div><div></div><div>A</div></div>	01 Front - Left (Motorcycle Driver)	09 Third - Right	17 Unknown
<div><div></div><div>B</div></div>	02 Front - Middle	10 Sleeper Section Of Cab	
<div><div></div><div>C</div></div>	03 Front - Right	11 Enclosed Cargo Area	
<div><div></div><div>D</div></div>	04 Second - Left (Motorcycle Passenger)	12 Unenclosed Cargo Area	
	05 Second - Middle	13 Trailing Unit	
	06 Second - Right	14 Exterior (Riding on vehicle Exterior)	
	07 Third - Left (MC Passenger/Side Car)	15 Other	
	08 Third - Middle	16 Non-Motorist	

Safety Equipment

Safety restraint equipment in use by the occupant at the time of the crash.

INCLUDES MOTORCYCLE HELMET FOR CYCLISTS AND SAFETY EQUIPMENT USED BY A NON-MOTORIST.

(166)

☐ A

Motorist

Non-Motorist

01 None Used

08 None Used

☐ B

02 Shoulder Belt Only

09 Helmet Used

☐ C

03 Lap Belt Only

10 Protective Pads (Elbows, Knees Shins, Etc.).

☐ D

04 Shoulder / Lap Belt

11 Reflective Clothing

05 Child Safety Seat

12 Lighting

06 MC Helmet Used

13 Other

07 Use Unknown

14 Unknown

Air Bag

Deployment status of an **air bag** protecting this occupant.

(167)

☐ A

1. Not Deployed

5. Not Applicable

☐ B

2. Deployed - Front

6. Unknown

☐ C

3. Deployed - Side

4. Deployed Both Front / Side

☐ D

Air Bag Switch

Indicate **air bag switch** status.

(168)

☐ A

1 Not Present

☐ B

2 In ON Position

☐ C

3 In OFF Position

☐ D

4 Unknown

Ejection

Record **ejection** code for occupant.

(169)

☐ A

1 Not Ejected

☐ B

2 Totally Ejected

☐ C

3 Partially Ejected

4 Not Applicable

5. Unknown

☐ D

Trapped

Persons unable to free themselves or cannot be freed from the vehicle due to vehicle damage.

(170)

☐ A

1 Not Trapped

☐ B

2 Extricated By Mechanical Means (Jaws Of Life, Etc.)

☐ C

3 Freed By Non Mechanical Means (Pulled From Vehicle By Another Person)

4 Unknown

☐ D

Injuries

The **injury** level of occupant involved in crash.

(171)

☐ A

1 No Injury (No claimed or visible injury)

☐ B

2 Possible Injury (Claimed injury - not visible)

☐ C

3 Non-Incapacitating (Visible injury - Non Fatal. Cuts, bruises, scrapes).

4 Incapacitating (Prevents walking, driving, or normal activities - Non Fatal)

5 Fatal Injury

6 Unknown

☐ D

X If Supplemental *

(172) ☐ "X" the box if this report is used for a correction or addition to an existing report sent to ODPS. There are no other forms available for correcting or adding information to a report.

ON THE OH-1-P COMPLETE BLOCKS 146, 147 ,148, 149 AND 172 FOR A CORRECTION AND / OR ADDITION. AREAS ARE IDENTIFIED WITH AN *.

OHIO Traffic Crash Report - Appendix

The "*American National Standard Manual on Classification of Motor Vehicle Traffic Accidents*", is provided as a resource for standardized crash reporting on the OH-1 Crash Report.

Terms, examples and illustrations are provided to assist the crash investigator in correctly completing fields on the OH-1 Crash Report.

ANSI D16.1-1996

AMERICAN NATIONAL STANDARD

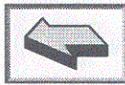
ANSI D16.1-1996 Manual on Classification of Motor Vehicle Traffic Accidents Sixth Edition

ANSI D16.1-1996



*National
Safety
Council*





ANSI®
D16.1-1996
Revision of
ANSI D16.1-1989

American National Standard —

**Manual on
Classification of
Motor Vehicle
Traffic Accidents,
Sixth Edition**

Secretariat

National Safety Council

Prepared by the Committee on Motor Vehicle Traffic Accident Classification under the direction of the Traffic Records Committee of the National Safety Council Highway Traffic Safety Division.

Approved October 28, 1996

American National Standards Institute, Inc.

American National Standard



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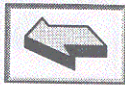
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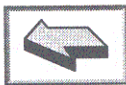
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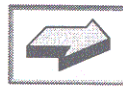
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Foreword (This Foreword is not a part of American National Standard, Manual on Classification of Motor Vehicle Traffic Accidents, Sixth Edition.)

The purpose of this American National Standard is to provide a common language for reporters, classifiers, analysts, and users of traffic accident data. The Manual on Classification of Motor Vehicle Traffic Accidents and its predecessor, Uniform Definitions of Motor Vehicle Accidents, have provided classification assistance for more than half a century.

The Manual is designed to facilitate the development of data on accidents involving motor vehicles and other road vehicles in and out of traffic. It is a standard for statistical classifications of motor vehicle traffic accidents for nationwide use.

The principal changes in this Sixth Edition are the incorporation of a number of changes to the definitions of the various components comprising a Trafficway and new definitions for School buses and School bus accidents.

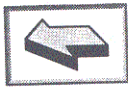
Evidence of consensus on this standard is obtained through the ANSI canvass method. The canvass list includes the membership of the Committee on Motor Vehicle Traffic Accident Classification, which is sponsored by the Traffic Records Committee, Highway Traffic Safety Division, National Safety Council. Committee members are listed below. Recommendations for additional members, particularly those with experience in fields that do not appear to be well covered by the current membership, are welcome.

Many users of the Manual have had questions about its interpretation or its application in unusual situations. The Committee is particularly interested in questions which help to identify problems in the Manual or subjects that need more detailed coverage. In addition, suggestions for improvement of the Manual are actively solicited and may be submitted at any time. Please submit questions or comments to the Committee Chairman, Kenneth D. Hackman, National Institute for Safety Research, Inc., P.O. Box 2493, Germantown, MD, 20875, or to the National Safety Council, 1121 Spring Lake Drive, Itasca, IL, 60143. When submitting questions or comments please include a telephone number where you may be contacted should additional information or clarification be required.

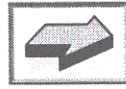
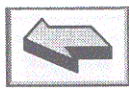
The Committee on Motor Vehicle Traffic Accident Classification had the following membership at the time it approved this standard:

Kenneth D. Hackman, Chairman
Clayton E. Hatch, Secretary

Secretariat: D16 Committee
National Safety Council
1121 Spring Lake Drive
Itasca, IL 60143-3201



<i>Organization Representatives</i>	<i>Name of Representative</i>
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Chatfield Associates, Inc	Benjamin V. Chatfield, PhD
Colorado State Patrol	Major Larry C. Holstine
Federal Highway Administration	Julie Cirillo
	Janet Coleman (alternate)
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American National Standard —

Manual on Classification of Motor Vehicle Traffic Accidents

1 Introduction

The primary purpose of the Manual on Classification of Motor Vehicle Traffic Accidents is to promote uniformity and comparability of motor vehicle traffic accident statistics now being developed in states and local jurisdictions.

The definitions in this Manual are related, but not necessarily identical, to the definitions found in the Uniform Vehicle Code; Manual of the International Statistical Classification of Diseases, Injuries and Causes of Death (ICD); United States Code, Title 23, Highways; and the Manual on Uniform Traffic Control Devices, ANSI D6.1e-1989. These documents were developed for a variety of purposes. This variety is reflected in the definition of terms; similar terms do not necessarily have similar definitions.

The body of the Manual is divided into two sections, one containing definitions and one containing classification instructions. The definitions are presented in an order which avoids dependence upon special terms not previously defined. In addition, an attempt has been made to make every definition complete; modifications of definitions are not introduced intentionally in subsequent sections or subsections.

The use of this standard does not require the use of all classifications described in the Manual or prohibit the use of additional classifications. Accident report forms and summaries should, however, be compatible with the Manual to permit compilation and comparison of information collected in different jurisdictions.

Nothing in this Manual is to be construed as a requirement for accident reporting or investigation. Reporting requirements which govern drivers or police are generally established by state law or city ordinance, while requirements for investigation are ordinarily specified in investigative agencies.

The assignment of accidents to a geographical location, such as a city, county or state, does not imply that the jurisdiction is responsible for such accidents or that it could have prevented them. Such arbitrary assignments indicate only that the accidents occurred within the geographical limits of the jurisdiction.

2 Definitions

2.1 Transport Vehicles and Transport Ways

2.1.1 person: A person is any living human. Within the context of this manual, a fetus is considered to be part of a pregnant woman rather than a separate individual. After death, a human body is not considered to be a person.

2.1.2 property: Property is any physical object other than a person.

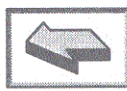
Inclusions:

- Real property, personal property
- Animals — wild or domestic
- Signs, guard rails, impact attenuators
- And others

2.1.3 transport device: A transport device is any device designed primarily for moving persons or property along with the device itself from one place to another, except (1) a weapon, (2) a device used primarily within the confines of a building and its premises, or (3) a human-powered nonmotorized device not propelled by pedalling.

Inclusions:

- Airplane
- Helicopter
- Hovercraft



- Ship
- Submarine
- Train
- Boxcar
- Caboose
- Snowmobile
- Automobile (See 2.2.12.)
- Bus (See 2.2.10.)
- Truck (See 2.2.13-2.2.26.)
- Trailer (See 2.2.15.)
- Semitrailer (See 2.2.17.)
- Motorcycle (See 2.2.9.)
- Bicycle
- Moped (See 2.2.9.4.)
- And others

Exclusions:

- Devices not designed primarily for moving persons or property, such as construction machinery, farm or industrial machinery, snow plows, army tanks, etc.
- Devices which do not move from one place to another, such as pipelines, elevators, escalators, ski lifts, conveyor belt systems, etc.
- Weapons, such as guns, torpedoes, etc.
- Devices used primarily within buildings and their premises, such as fork lifts in factories or lumber yards, motorized baggage trucks in railroad stations, etc.
- Human-powered nonmotorized devices not propelled by pedalling, such as skis, scooters, roller skates, baby carriages, etc.

2.1.4 transport vehicle: A transport vehicle consists of one or more devices or animals and their load. Such devices or animals must include at least one of the following:

- 1) a transport device, or a unit made up of connected transport devices, while idle or in use for moving persons or property from one place to another,
- 2) an animal or team of animals while in use for moving persons or property other than the animal or team itself from one place to another, or

3) a movable device such as construction, farm, or industrial machinery outside the confines of a building and its premises while in use for moving persons, the device itself, or other property from one place to another.

If such a device or animal has a load, the load is part of that transport vehicle. Loads include:

- persons or property upon, or set in motion by, the device or animal
- persons boarding or alighting from the device or animal
- persons or property attached to and in position to move with the device or animal

If the load upon a transport device includes another transport device, the entire unit including the load is considered to be a single transport vehicle.

Inclusions:

1) Transport Devices

- Airplane towing a sailplane
- Tugboat pushing a barge
- Boxcar coupled to a caboose
- Truck tractor towing a semitrailer and a trailer (See 2.2.21.)
- Automobile towing a person on skates, skateboard or bicycle
- Snowmobile towing a skier
- Automobile towing another automobile
- And others

2) Animals

- Horse and rider
- Dog team drawing a sled
- Team of horses drawing a sled
- Burro carrying a load of firewood
- Mule towing a boat on a canal
- And others

3) Other Movable Devices

- Road grader while traveling under its own power from a maintenance depot to a working place
- Lawn mower while being ridden down a street under its own power



- Farm tractor while pulling a wagon loaded with corn from a field to a storage place
- Army tank while moving under its own power from a firing range to a motor pool
- And others

Exclusions:

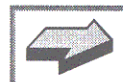
1) Transport Devices

- Pickup truck while being used to power a saw
- Dump truck while spreading its load
- Tow truck while using its winch
- Jeep while pulling a device picking up golf balls
- Transit-mix concrete truck while discharging its load
- Dump truck while plowing snow
- And others

2.1.5 aircraft: An aircraft is a transport vehicle designed primarily for, or in use for, moving persons or property through the air from one place to another.

Inclusions:

- Airplane
- Balloon
- Dirigible
- Glider



- Parachute
- Spacecraft
- And others

2.1.6 watercraft: A watercraft is a transport vehicle designed primarily for, or in use for, moving persons or property on or through, and supported by, water from one place to another.

2.1.7 land vehicle: A land vehicle is a transport vehicle which is neither an aircraft nor a watercraft.

2.1.8 transport way: A transport way is any way or place reserved or commonly used for the operation of transport vehicles.

Exclusions:

- Hiking trail, sidewalk, footpath
- And others

2.1.9 airway: An airway is a transport way reserved primarily for use by aircraft taking off, in flight, or landing.

2.1.10 waterway: A waterway is a transport way reserved primarily for use by watercraft.

2.1.11 land way: A land way is the space within property lines or other boundary lines of any transport way that is neither an airway nor a waterway.

2.2 Land Ways, Land Vehicles and Users

2.2.1 trafficway: A trafficway is any land way open to the public as a matter of right or custom for moving persons or property from one place to another. See Figure 1.

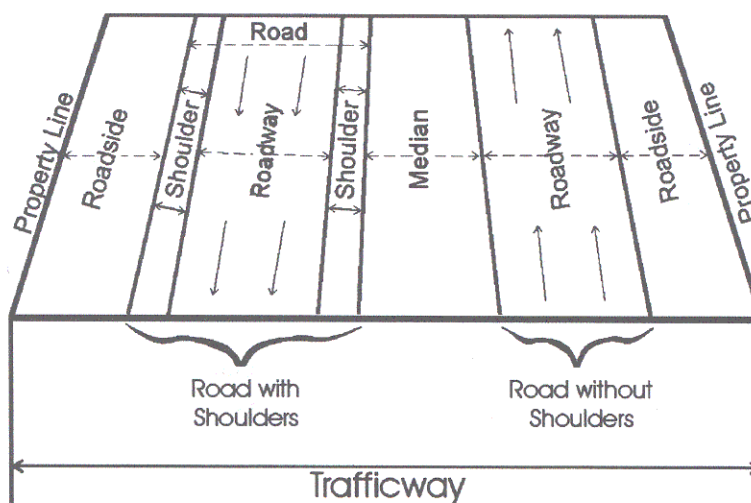


Figure 1 — Trafficway (See 2.2.1)



Inclusions:

- Within areas with guarded entrances, such as military posts or private residential developments, land ways are trafficways if the guards customarily admit public traffic.
- And others

Exclusions:

- A land way under construction is not a trafficway if traffic is prohibited from entering by signing or barriers which are in conformance with applicable standards. However, if any part of the land way is open to traffic while the remainder is closed, that part which is open for traffic is a trafficway. Likewise, any temporary bypass of a construction site is a trafficway.
- A land way temporarily closed to travel and marked by signing or barriers which are in conformance with applicable standards is not a trafficway even though used by authorized vehicles, such as maintenance vehicles, or when intentionally or inadvertently used by unauthorized vehicles. A land way open only to local traffic is not considered closed.
- And others

2.2.2 private way: A private way is any land way other than a trafficway. The space within a crossing of a private way and a trafficway shall be considered to be trafficway.

2.2.3 railway: A railway is any private way reserved primarily for land vehicles moving persons or property from one place to another on rails.

2.2.4 railway vehicle: A railway vehicle is any land vehicle that is (1) designed primarily for, or in use for, moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway.

Inclusions:

- Street car on private way
- And others



Exclusions:

- Street car operating on trafficway (See 2.2.8.)
- And others

2.2.5 railway train: A railway train is any motorized railway vehicle.

2.2.6 road vehicle: A road vehicle is any land vehicle other than a railway vehicle. (See 2.2.7 and 2.2.8.)

2.2.7 motor vehicle: A motor vehicle is any motorized (mechanically or electrically powered) road vehicle not operated on rails. (See 2.2.9-2.2.26.)

2.2.8 other road vehicle: An other road vehicle is any road vehicle other than a motor vehicle.

Inclusions:

- Animal-drawn vehicle (any type)
- Animal harnessed to a conveyance
- Animal carrying a person
- Street car (See 2.2.4.)
- Pedalcycle (See 2.2.27.)
- And others

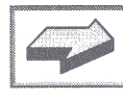
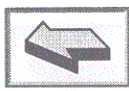
2.2.9 motorcycle: A motorcycle is any motor vehicle having a seat or saddle for the use of its operator and designed to travel on not more than three wheels in contact with the ground.

Exclusions:

- Construction, farm or industrial machinery

Inclusions:

- Large motorcycle (See 2.2.9.2.)
- Motor-driven cycle (See 2.2.9.1.)
- Speed-limited motor-driven cycle (See 2.2.9.3.)
- Moped (See 2.2.9.4.)
- Motor scooter
- Motorized or motor-assisted bicycle
- And others



2.2.9.1 motor-driven cycle: A motor-driven cycle is any motorcycle having an engine with less than 150 cubic centimeters displacement or with five brake horsepower or less.

2.2.9.2 large motorcycle: A large motorcycle is any motorcycle other than a motor-driven cycle.

2.2.9.3 speed-limited motor-driven cycle: A speed-limited motor-driven cycle is any motor-driven cycle which:

- 1) will not attain a speed of more than 30 miles per hour (48 kilometers per hour) in one mile (1.609 kilometers) from a standing start,
- 2) has an engine with not more than 50 cubic centimeters displacement or with two brake horsepower or less, and
- 3) has a power drive system which does not require its operator to shift gears.

2.2.9.4 moped: A moped is a speed-limited motor-driven cycle which may be propelled by pedalling.

Exclusions:

- Motor scooters
- Motorized or motor-assisted bicycles
- And others

2.2.10 bus: A bus is a motor vehicle consisting primarily of a transport device designed for carrying more than ten persons.

Exclusions:

- Any school bus that is not designed for carrying more than ten persons
- Any school bus that is an automobile, van, utility vehicle, or truck (See 2.8.1 School bus.)

2.2.11 utility vehicle: An utility vehicle is a motor vehicle other than a motorcycle or bus consisting primarily of a transport device designed for carrying ten or fewer persons, and generally considered a multi-purpose vehicle that is designed to have off-road capabilities. These vehicles are generally four-wheel-drive (4 x 4) and have increased ground clearance. An utility vehicle has a gross vehicle weight rating (GVWR) of 10,000 pounds or less. Utility vehicles with wheelbases greater than 88 inches are classified by overall width. The wheelbase and overall width should be rounded to the nearest inch.

Primary size categories are:

Mini — The wheelbase is less than or equal to 88 inches. These are typically a microcar with a high clearance, off-road capability.

Small — The wheelbase is greater than 88 inches. Overall width is less than or equal to 66 inches. These are typically a short wheelbase and narrow tracked multi-purpose vehicle.

Midsize — The wheelbase is greater than 88 inches. Overall width is greater than 66, but less than 75 inches. These are typically a multi-purpose vehicle designed around a shortened pickup truck chassis.

Full-size — The wheelbase is greater than 88 inches. Overall width is from 75 inches to less than or equal to 80 inches. These are typically a multi-purpose vehicle designed around an enlarged pickup truck chassis.

Large — The wheelbase is greater than 88 inches. Overall width is more than 80 inches. These are typically a multi-purpose vehicle designed around an enlarged pickup truck chassis.

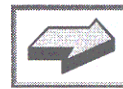
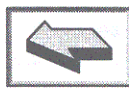
Exclusions:

- Four-wheel-drive automobiles (see 2.2.12) are not considered utility vehicles

Examples:

- 1) Small — S-10, Blazer, Wrangler, Ranger, Jimmy, Tracker
- 2) Midsize — Cherokee, Commanche, Yukon, Typhoon, Explorer
- 3) Fullsize — Blazer, Suburban, Bronco, F Series, Sierra
- 4) Large — Hummer

2.2.12 automobile: An automobile is a motor vehicle other than a motorcycle or utility vehicle consisting of a transport device designed for carrying ten or fewer persons. Automobiles may be classified by size or weight, or both. Size classification is based on wheelbase. Weight classification is based on curb weight, the weight of an automobile with standard equipment and a full complement of fuel and other fluids, but with no load of persons or property. Before classification wheelbase should be rounded to the nearest inch and curb weight should be rounded to the nearest 100 pounds.



Primary size categories are:

Small — wheelbase 99 inches (2.51 meters) or less

Midsize — wheelbase 100 to 109 inches (2.54 to 2.77 meters)

Large — wheelbase 110 inches (2.79 meters) or more

Primary weight categories are:

Light — curb weight 2400 pounds (1089 kilograms) or less

Midweight — curb weight 2500 to 3400 pounds (1134 to 1542 kilograms)

Heavy — curb weight 3500 pounds (1588 kilograms) or more

Secondary size and weight categories may be developed by subdivision of the primary categories. (See 3.10 and 3.11.)

2.2.13 truck: A truck is a motor vehicle designed primarily for carrying property.

Inclusions:

- Single-unit truck (See 2.2.19.)
- Truck combination (See 2.2.21.)

Exclusions:

- Truck tractor (See 2.2.18.)

2.2.14 van: A van is a motor vehicle consisting primarily of a transport device which has a gross vehicle weight rating of 10,000 pounds or less and is basically a "box on wheels" that is identifiable by its enclosed passenger and/or cargo area, step-up floor, and relatively short (or nonexistent) hood. Vans are classified by size based on frame type and overall vehicle body width. Before classification, vehicle width should be rounded to the nearest inch.

Primary size categories are:

Minivan — Unibody vans. The body and frame are one integral unit.

Small — Frame-based small vans. The overall body width is from 72 to less than or equal to 78 inches. These are frame-based standard cargo vans or passenger vans.

Midsize — Frame-based midsize vans. The overall body width is from more than 78 to less than or equal to 80 inches. These are

frame-based large cargo vans or passenger vans.

Large — Frame-based large vans. The overall body width is more than 80 inches. These are frame-based large cargo vans or passenger vans.

Inclusions:

- Passenger vans (See 2.2.14.1.)
- Cargo van or delivery van (See 2.2.14.2.)
- Van-based motorhome (See 2.2.14.3.)

Exclusions:

- Utility Vehicle

Examples:

- 1) Minivan — Caravan, Voyager, Transport, Lumina
- 2) Small — Astro Van, Safari
- 3) Midsize — Vandura, Econoline
- 4) Large — Step vans

2.2.14.1 passenger van: A passenger van is any van where the area behind the driver or cab is designed for carrying passengers.

Inclusions:

- Some automobiles and buses. (See 2.2.12 and 2.2.10.)

2.2.14.2 cargo van: A cargo van is any van where the area behind the driver or cab is designed for transporting cargo or operated for general commercial use.

Inclusions:

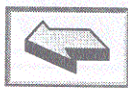
- Some single-unit trucks (See 2.2.19.)

2.2.14.3 van-based motorhomes: A van-based motorhome is any van where a frame-mounted recreational unit is added behind the driver or cab area.

2.2.15 trailer: A trailer is a road vehicle designed to be drawn by another road vehicle.

Inclusions:

- Pole trailer (See 2.2.16.)
- Semitrailer (See 2.2.17.)
- Full trailer (See 2.2.18.)



2.2.16 pole trailer: A pole trailer is a trailer designed to be attached to the towing road vehicle by means of a reach or pole, or by being boomed or otherwise secured to the towing road vehicle, and ordinarily used for carrying property of a long or irregular shape such as poles, pipes or structural members that are generally capable of sustaining themselves as beams between the supporting connections.

2.2.17 semitrailer: A semitrailer is a trailer, other than a pole trailer, designed for carrying property and so constructed that part of its weight rests upon or is carried by the towing road vehicle.

2.2.18 full trailer: A full trailer is a trailer, other than a pole trailer, designed for carrying property and so constructed that no part of its weight rests upon or is carried by the towing road vehicle. An auxiliary undercarriage assembly, commonly known as a converter dolly and consisting of a chassis, fifth wheel and one or more towbars, is sometimes used to convert a semitrailer to a full trailer.

2.2.19 single-unit truck: A single-unit truck is a truck consisting primarily of a single motorized transport device. When connected to a trailer, such a device may be part of a truck combination. (See 2.2.21.)

2.2.20 truck tractor: A truck tractor is a motor vehicle consisting of a single motorized transport device designed primarily for drawing trailers.

2.2.21 truck combination: A truck combination is a truck consisting primarily of a transport device which is a single-unit truck or truck tractor together with one or more attached trailers.

Inclusions:

- Truck tractor with semitrailer
- Truck tractor with semitrailer and one or more full trailers
- Single-unit truck with one or more full trailers
- And others

2.2.22 gross weight: Gross weight is the weight of a road vehicle including the weight of the road vehicle, its load of persons and property, and all added equipment.

2.2.23 gross vehicle weight rating: A gross vehicle weight rating is (1) a value specified by the manufacturer for a single-unit truck, truck tractor or trailer, or (2) the sum of such values for the units which make up a truck combination. In the absence of a gross vehicle weight rating, an estimate of the gross weight of a fully loaded unit may be substituted for such a rating.

2.2.24 light truck: A light truck is a truck which has a gross vehicle weight rating of less than 10,000 pounds (4,536 kilograms).

2.2.25 medium truck: A medium truck is a truck which has a gross vehicle weight rating of from 10,000 to 26,000 pounds (4,536 to 11,793 kilograms).

2.2.26 heavy truck: A heavy truck is a truck which has a gross vehicle weight rating of more than 26,000 pounds (11,793 kilograms).

2.2.27 pedalcycle: A pedalcycle is a non-motorized other road vehicle propelled by pedalling.

Inclusions:

- Bicycle, tricycle, unicycle, pedalcar
- And others

2.2.28 roadway: A roadway is that part of a trafficway designed, improved, and ordinarily used for motor vehicle travel or, where various classes of motor vehicles are segregated, that part of a trafficway used by a particular class. Separate roadways may be provided for northbound and southbound traffic or for trucks and automobiles. See Figure 1.

Exclusions:

- Bridle paths, bicycle paths
- And others

NOTE — The above definition of "roadway" is consistent with definitions in general use by police and by traffic engineers. See the Uniform Vehicle Code and the Manual on Uniform Traffic Control Devices (ANSI D6.1e-1989, page 1A-8). Other highway engineers commonly use the term "roadway" as the term "road" is defined in 2.2.33 below. See AASHO Highway Definitions, American Association of State Highway Officials (now American Association of State Highway and Transportation Officials), January 1968. For a more recent reference, see the definition of "shoulder" in A Policy on Geometric Design of Highways and Streets, AASHTO, 1984, page 362.



2.2.29 median: A median is an area of a trafficway between parallel roads separating travel in opposite directions (see Figure 1). A median should be four or more feet wide.

Inclusions:

- Physical barriers separating roads with travel in opposite directions
- Depressed, raised or flush areas between roads with travel in opposite directions
- Painted medians of four or more feet between roads with travel in opposite directions, including continuous left-turn lanes

Exclusions:

- Shoulders, separators (See 2.2.30.)

Examples:

- 1) A depressed grassy median separating directions of travel of a divided highway
- 2) A median with a concrete traffic barrier, guardrail or other physical barrier, separating roads of a multi-lane divided highway
- 3) A flush, painted median of four or more feet of a divided highway

2.2.30 separator: A separator is the area of a trafficway between parallel roads separating travel in the same direction or separating a frontage road (see 2.5.18) from other roads (see Figures 2 and 3).

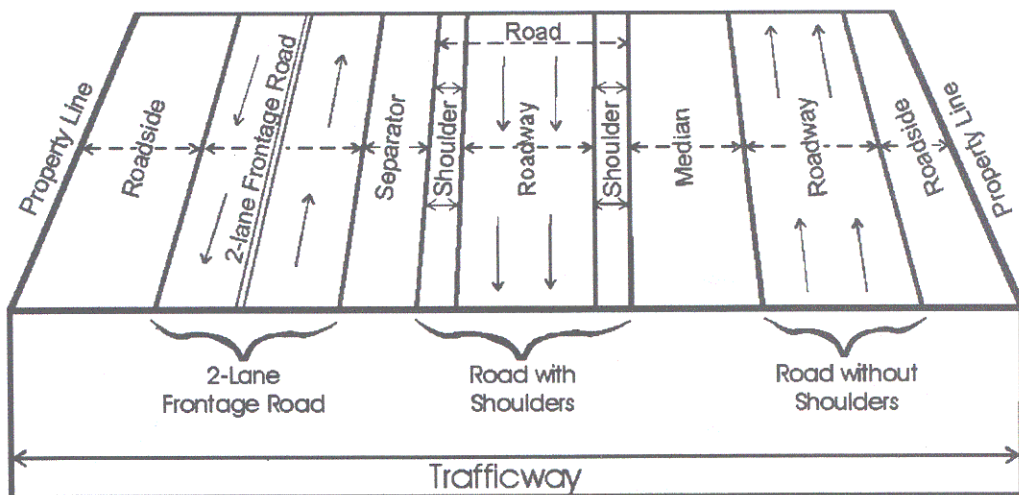


Figure 2 — Trafficway with Frontage Road (See 2.2.30)

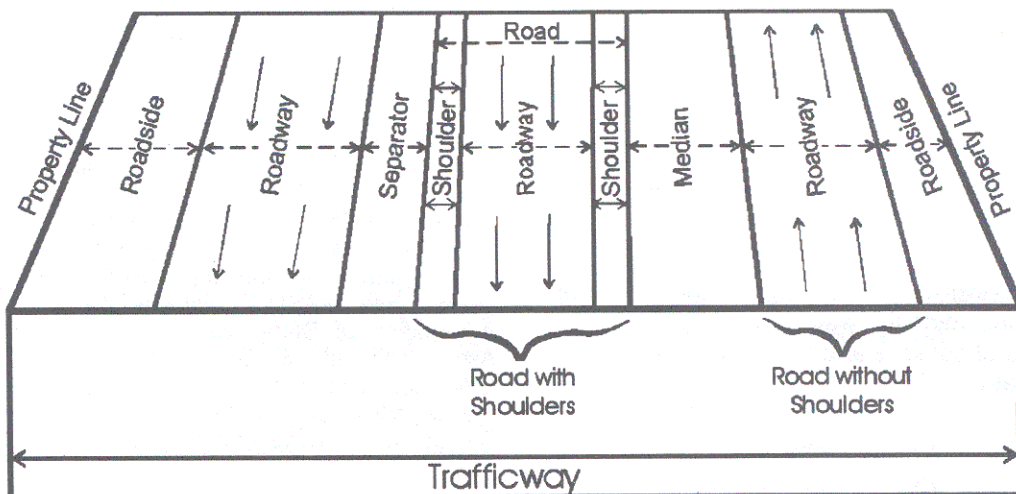
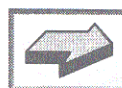
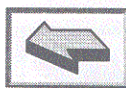


Figure 3 — Trafficway with Multiple Roadways in the Same Direction (See 2.2.30)

**Inclusions:**

- Physical barriers separating roads with travel in the same direction
- Physical barriers separating a frontage road from other roads of a trafficway
- Depressed, raised or flush areas between roads with travel in the same direction
- Depressed, raised or flush areas between a frontage road and other roads of a trafficway

Exclusions:

- Shoulders, medians

Examples:

- 1) A depressed grassy separator of a free-way between the main travel lanes and a frontage road
- 2) A concrete separator between the express travel lanes and local travel lanes of a freeway

2.2.31 roadside: Roadside is the outermost part of the trafficway from the property line or other boundary in to the edge of the first road (see Figure 1).

Inclusions:

- Area between edge of trafficway and edge of roadway with no shoulder
- Area between edge of trafficway and edge of shoulder

Exclusions:

- Roadways, shoulders, separators, and medians

2.2.32 shoulder: A shoulder is that part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped road vehicles, and for lateral support of the roadway structure. See Figure 1.

2.2.33 road: Road is that part of a trafficway which includes both the roadway and any shoulder alongside the roadway. See Figure 1.

Inclusions:

- Designated parking areas on a roadway or between the roadway and the curb

2.2.34 in transport: The term "in transport" denotes the state or condition of a transport vehicle which is in motion or within the portion of a transport way ordinarily used by similar transport vehicles. When applied to motor vehicles, "in transport" means in motion or on a roadway.

Inclusions:

- Motor vehicle in traffic on a highway
- Driverless motor vehicle in motion
- Motionless motor vehicle abandoned on a roadway
- Disabled motor vehicle on a roadway
- And others

In roadway lanes used for travel during rush hours and parking during off-peak periods, a parked motor vehicle is in transport during periods when parking is forbidden.

2.2.35 occupant: An occupant is any person who is part of a transport vehicle.

2.2.36 pedestrian: A pedestrian is any person who is not an occupant.

2.2.37 driver: A driver is an occupant who is in actual physical control of a transport vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost.

2.2.38 passenger: A passenger is any occupant of a road vehicle other than its driver.

2.2.39 pedalcyclist: A pedalcyclist is any occupant of a pedalcycle in transport.

2.2.40 motorist: A motorist is any occupant of a motor vehicle in transport.

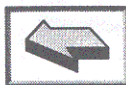
2.2.41 non-motorist: A non-motorist is any person other than a motorist.

Inclusions:

- Pedestrians
- Occupants of motor vehicles not in transport
- Occupants of transport vehicles other than motor vehicles

2.2.42 traffic unit: A traffic unit is a road vehicle or a pedestrian.

2.2.43 bikeway: A bikeway is that part of a trafficway specifically designated as being open for



pedalcycle travel or, where various classes of pedalcycle are segregated, that part of a trafficway open for a particular class. (See 2.2.28.)

2.2.44 bicycle trail: A bicycle trail is a bikeway reserved exclusively for pedalcycles and separated from roadways by open space or barriers.

2.2.45 bicycle lane: A bicycle lane is a bikeway which (1) is contiguous with a parallel roadway and (2) has been designated for preferential or exclusive use by pedalcycles.

2.2.46 shared road: A shared road is any bikeway which is part of a roadway, but not a bicycle lane.

2.3 Injuries and Damage

2.3.1 injury: An injury is bodily harm to a person.

Exclusions:

- Effects of diseases such as stroke, heart attack, diabetic coma, epileptic seizure
- And others

2.3.2 fatal injury: A fatal injury is any injury that results in death. (See 3.1.3.)

2.3.3 fatality: A fatality is any death resulting from a fatal injury. (See 3.1.3.)

2.3.4 incapacitating injury: An incapacitating injury is any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.

Inclusions:

- Severe lacerations
- Broken or distorted limbs
- Skull or chest injuries
- Abdominal injuries
- Unconsciousness at or when taken from the accident scene
- Unable to leave the accident scene without assistance
- And others

Exclusions:

- Momentary unconsciousness
- And others



2.3.5 nonincapacitating evident injury: A nonincapacitating evident injury is any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the accident in which the injury occurred.

Inclusions:

- Lump on head, abrasions, bruises, minor lacerations
- And others

Exclusions:

- Limping (the injury cannot be seen)
- And others

2.3.6 possible injury: A possible injury is any injury reported or claimed which is not a fatal injury, incapacitating injury or nonincapacitating evident injury.

- Momentary unconsciousness
- Claim of injuries not evident
- Limping, complaint of pain, nausea, hysteria
- And others

2.3.7 damage: Damage is harm to property that reduces the monetary value of that property.

Inclusions:

- Harm to wild animals, or birds, which have monetary value
- And others

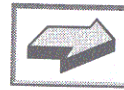
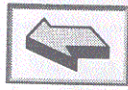
Exclusions:

- Harm to wild animals, or birds, which have no monetary value
- Harm to a snowbank unless, for example, additional snow removal costs are incurred because of the harm
- Mechanical failure during normal operation, such as tire blowout, broken fan belt, or broken axle
- And others

2.3.8 road vehicle damage: Road vehicle damage is damage to a road vehicle.

Inclusions:

- Damage to any part of a road vehicle

**Exclusions:**

- Injury to any person, whether or not the person is part of the road vehicle

2.3.9 motor vehicle damage: Motor vehicle damage is road vehicle damage to a motor vehicle.

2.3.10 other-road-vehicle damage: Other-road-vehicle damage is road vehicle damage to an other road vehicle.

2.3.11 disabling damage: Disabling damage is road vehicle damage which precludes departure of the vehicle from the scene of the accident in its usual operating manner by daylight after simple repairs.

Inclusions:

- Vehicles which could be driven but would be further damaged thereby
- And others

Exclusions:

- Damage which can be remedied temporarily at the scene without special tools or parts other than tires
- Tire disablement without other damage even if no spare tire is available
- Headlamp or taillight damage, which would make night driving hazardous but would not affect daytime driving
- Damage to turn signals, horn, or windshield wipers which makes them inoperative
- And others

2.3.12 functional damage: Functional damage is any road vehicle damage, other than disabling damage, which affects operation of the road vehicle or its parts.

Inclusions:

- Doors, windows, hood, and trunk lids which will not operate properly
- Broken glass which obscures vision
- Any damage which would prevent the motor vehicle from passing an official motor vehicle inspection
- Tire damage even though the tire may be changed at the scene

- Bumpers which are loose
- And others

Exclusions:

- Dented or bent fenders, bumpers, grills, body panels, destroyed hubcaps
- And others

2.4 Accidents

2.4.1 harmful event: A harmful event is an occurrence of injury or damage.

Inclusions:

- Injury or damage resulting when a driver dies or loses consciousness because of a disease condition such as a stroke, heart attack, diabetic coma, or epileptic seizure. In such a case the immediate effect of the disease, such as the driver's death or loss of consciousness, is not itself considered to be a harmful event.

2.4.2 deliberate intent: Deliberate intent is the classification given to the cause of an event which occurs when a person acts deliberately to cause the event or deliberately refrains from prudent acts which would prevent occurrence of the event.

Inclusions:

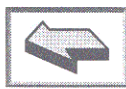
- Suicide
- Self-inflicted injury
- Homicide
- Injury or damage purposely inflicted
- And others

Exclusions:

- Injury or damage beyond that which was intended
- And others

Examples:

- 1) When a driver intentionally kills or injures himself with a motor vehicle, by driving it against a fixed object or into a body of water, for example, the driver's death or injury is a result of deliberate intent.
- 2) When a driver intentionally kills or injures another person with a motor vehicle, by running into a pedestrian, for example, the death or injury is a result of deliberate intent.



3) When a driver intentionally causes damage with a motor vehicle, by ramming another vehicle, for example, the damage is a result of deliberate intent.

2.4.3 legal intervention: Legal intervention is a category of deliberate intent in which the person who acts or refrains from acting is a law-enforcing agent or other official.

Examples:

- 1) If a lawbreaker crashes either intentionally or unintentionally into a road block set up by police to stop him, the crash is considered a result of legal intervention. If a driver other than the lawbreaker crashes into the road block, the crash is not considered to be a result of legal intervention.
- 2) If a police car is intentionally driven into another vehicle, the crash is considered to result from legal intervention. If a lawbreaker being pursued by the police loses control of his vehicle and crashes, the crash is not considered to result from legal intervention unless the police intended that the lawbreaker crash.
- 3) If during the course of the pursuit, the police vehicle strikes a road vehicle other than the subject of the pursuit, a nonmotorist, or property, then that harmful event is not legal intervention.

2.4.4 unstabilized situation: An unstabilized situation is a set of events not under human control. It originates when control is lost and terminates when control is regained or, in the absence of persons who are able to regain control, when all persons and property are at rest.

Exclusions:

- Sets of events which are the result of deliberate intent or legal intervention

Examples:

- 1) If intentional acts cause injury or damage beyond that reasonably to be expected from the acts, the unexpected injury or damage is not the result of deliberate intent. There is, therefore, an unstabilized situation unless the contrary can be clearly established.
- 2) In a motor vehicle crash live electric wires fall on a motor vehicle, but there is no injury from the electric current while the occupants remain in the motor vehicle. The unstabilized

situation ends with the occupants in a temporary position of safety. Any subsequent injury resulting from attempts by the occupants to leave the motor vehicle, or attempts by others to rescue the occupants, is a part of a new unstabilized situation.

3) In a motor vehicle crash the occupants of the motor vehicle are carried or thrown into water, but there is no injury from the submersion and the occupants reach a temporary position of safety. At this point the unstabilized situation has ended. Any subsequent injury from attempts by the occupants to reach shore, or from attempts by others to rescue the occupants is part of a new unstabilized situation.

4) In a motor vehicle crash objects are loosened but remain in place until all persons are removed from danger from objects that might fall or roll. No property damage would result if the objects fell or rolled. This ends the unstabilized situation. Any subsequent injury attributable to the fall or roll of the loosened objects is not part of the original unstabilized situation.

5) In a motor vehicle crash the motor vehicle catches on fire and is burning, but all occupants have been rescued and the fire is under control. No additional property damage is expected. This is the end of the unstabilized situation. If the heat of the fire ignites nearby combustible materials, any subsequent injury or damage from the induced ignition is not a part of the original unstabilized situation.

6) In a motor vehicle crash an involved motor vehicle carrying explosive materials is stopped and occupants and bystanders are removed from the scene. At this point the unstabilized situation is ended. If the explosive materials detonate during later attempts to remove or salvage them, any injury or damage resulting from the explosion is not a part of the original unstabilized situation.

7) A pedestrian is struck by a motor vehicle in transport which leaves the scene. The pedestrian comes to rest in the roadway. Any subsequent injury resulting from contact with another motor vehicle in transport is part of a new unstabilized situation.

8) A pedestrian is struck by a motor vehicle and thrown into the path of another motor



vehicle and the pedestrian is struck a second time before coming to rest. There is only one unstabilized situation.

9) A motor vehicle in transport brakes, attempting to avoid a pedestrian crossing the roadway. The motor vehicle in transport strikes the pedestrian. At the same time (i.e., when the first vehicle started to brake and before it came to rest), a second motor vehicle in transport swerves to avoid a collision with the braking vehicle, striking a utility pole. The two motor vehicles in transport do not strike each other, but these events are all within one unstabilized situation.

NOTE — If thorough investigation fails to establish whether an accident scene is the result of one or more unstabilized situations, then it should be treated as a single unstabilized situation.

2.4.5 cataclysm: A cataclysm is an avalanche, cloudburst, cyclone, earthquake, flood, hurricane, landslide, lightning, tidal wave, tornado, torrential rain, or volcanic eruption.

2.4.6 accident: An accident is an unstabilized situation which includes at least one harmful event.

2.4.7 contact vehicle: A contact vehicle is any road vehicle which comes in contact with one or more road vehicles, non-motorists, or property in a collision accident, or has a noncollision accident. A contact vehicle is directly involved in an accident. (See 2.6.2. Collision accident and 2.6.3 Noncollision accident.)

2.4.8 noncontact vehicle: A noncontact vehicle is any vehicle other than a contact vehicle. A noncontact vehicle is indirectly involved in an accident.

Examples:

1. A vehicle changes lanes into the path of another vehicle (without making contact) causing an accident. The vehicle changing lanes is a noncontact vehicle.
2. A school bus is stopped on the roadway picking up or discharging pupils and one of the pupils is struck without the school bus being struck. The school bus is a noncontact vehicle.
3. A pedestrian darts into the roadway causing a motor vehicle to stop suddenly

without striking the pedestrian. A following vehicle swerves to avoid the stopped vehicle and collides with a fixed object. The first vehicle is a noncontact vehicle.

2.4.9 transport accident: A transport accident is an accident (1) that involves a transport vehicle in transport, (2) in which the first harmful event is not produced by the discharge of a firearm or explosive device, and (3) that does not directly result from a cataclysm.

Inclusions:

- Motor vehicle driven into water after bridge was washed out during a hurricane or flood (cataclysm)
- Motor vehicle driven into fallen materials covering a roadway after a landslide or avalanche (cataclysm)
- And others

2.4.10 aircraft accident: An aircraft accident is a transport accident that involves an aircraft in transport.

2.4.11 watercraft accident: A watercraft accident is a transport accident if it (1) involves a watercraft in transport and (2) is not an aircraft accident.

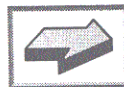
2.4.12 motor vehicle accident: A motor vehicle accident is a transport accident that (1) involves a motor vehicle in transport, (2) is not an aircraft accident or watercraft accident, and (3) does not include any harmful event involving a railway train in transport prior to involvement of a motor vehicle in transport.

Exclusions:

- Any school bus accident in which no school bus is directly involved and which involves no other motor vehicle (See 2.8.2.)

Example:

If a child approaching a school bus, stopped with its red lights flashing, is struck by a pedalcycle, but neither the pedalcycle nor the child come in contact with the schoolbus, then there is (1) a school bus accident that is not a motor vehicle accident and (2) an other road vehicle accident (collision involving pedestrian).



2.4.13 railway accident: A railway accident is a transport accident that (1) involves a railway train in transport and (2) is not an aircraft accident, watercraft accident or motor vehicle accident.

2.4.14 other-road-vehicle accident: An other-road-vehicle accident is a transport accident that (1) involves an other road vehicle in transport and (2) is not an aircraft accident, watercraft accident, motor vehicle accident or railway accident.

2.4.15 street car accident: A street car accident is an other-road-vehicle accident that involves a street car in transport.

2.4.16 pedalcycle accident: A pedalcycle accident is an other-road-vehicle accident that (1) involves a pedalcycle in transport and (2) is not a street car accident.

2.4.17 road vehicle accident: A road vehicle accident is a transport accident that is either a motor vehicle accident or an other-road-vehicle accident.

2.4.18 traffic accident: A traffic accident is a road vehicle accident in which (1) the unstabilized situation originates on a trafficway or (2) a harmful event occurs on a trafficway.

2.4.19 nontraffic accident: A nontraffic accident is a road vehicle accident which is not a traffic accident.

2.4.20 road vehicle traffic accident: A road vehicle traffic accident is a traffic accident.

2.4.21 road vehicle nontraffic accident: A road vehicle nontraffic accident is a nontraffic accident.

2.4.22 motor vehicle traffic accident: A motor vehicle traffic accident is a motor vehicle accident which is a traffic accident.

2.4.23 motor vehicle nontraffic accident: A motor vehicle nontraffic accident is a motor vehicle accident which is a nontraffic accident.

2.4.24 other-road-vehicle traffic accident: An other-road-vehicle traffic accident is an other-road-vehicle accident which is a traffic accident.

2.4.25 other-road-vehicle nontraffic accident: An other-road-vehicle nontraffic accident is an other-road-vehicle accident which is a nontraffic accident.

2.4.26 injury accident: An injury accident is any road vehicle accident that results in one or more injuries.

2.4.27 fatal accident: A fatal accident is any injury accident that results in one or more fatal injuries.

2.4.28 nonfatal injury accident: A nonfatal injury accident is any injury accident other than a fatal accident.

2.4.29 noninjury accident: A noninjury accident is any road vehicle accident other than an injury accident. A noninjury accident is also called a property-damage-only accident. (See 2.4.30.)

2.4.30 property-damage-only accident: A property-damage-only accident is a noninjury accident.

2.5 Location

2.5.1 urban area: An urban area is an area whose boundaries shall be those fixed by responsible state and local officials in cooperation with each other and approved by the Federal Highway Administration, U. S. Department of Transportation. Such boundaries are established in accordance with the provisions of Title 23 of the United States Code. Urban area boundary information is available from state highway or transportation departments. In the event that boundaries have not been fixed as above for any urban place designated by the Bureau of the Census having a population of 5000 or more, the area within boundaries fixed by the Bureau of the Census shall be an urban area.

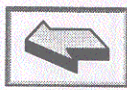
2.5.2 rural area: A rural area is any area which is not within urban areas.

2.5.3 Interstate System: The Interstate System is the National System of Interstate and Defense Highways as defined in Section 101, Title 23, United States Code.

2.5.4 interstate highway: An Interstate highway is a trafficway on the Interstate System.

2.5.5 other U. S. route numbered highway: An other U. S. route numbered highway is a trafficway numbered by the American Association of State Highway Officials, but not an Interstate highway.

2.5.6 other state route numbered highway: An other state route numbered highway is a trafficway within a state trafficway system, but not an Interstate highway or other U. S. route numbered highway.



2.5.7 county road: A county road is a trafficway within a county trafficway system that is not an Interstate highway, other U. S. route numbered highway, or other state route numbered highway.

2.5.8 city street: A city street is trafficway within a city trafficway system that is not an Interstate highway, other U. S. route numbered highway, other state route numbered highway, or county road.

2.5.9 driveway access: A driveway access is a roadway providing access to property adjacent to a trafficway. See Figure 4.

Inclusions:

- Entrances to gas stations
- And others

Exclusions:

- Any area not within a trafficway

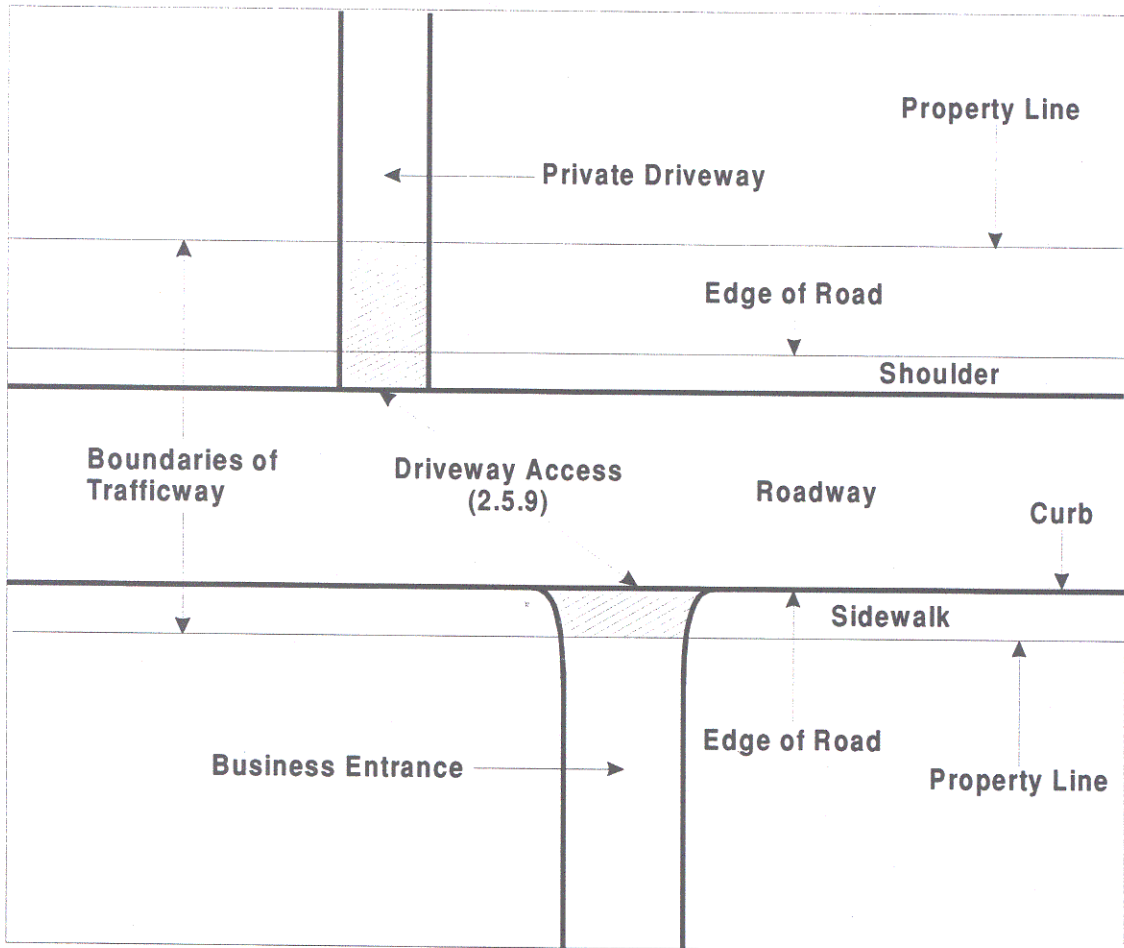
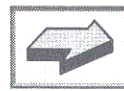
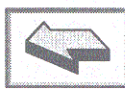


Figure 4 — Driveway Access (See 2.5.9)



2.5.10 intersection: An intersection is an area which (1) contains a crossing or connection of two or more roadways not classified as driveway access and (2) is embraced within the prolongation of the lateral curb lines or, if none, the lateral boundary lines of the roadways. Where the distance along a roadway between two areas meeting these criteria is less than 10 meters (33 feet), the two areas and the roadway connecting them are considered to be parts of a single intersection. See Figure 5.

2.5.11 junction: A junction is either an intersection or the connection between a driveway access and a roadway other than a driveway access.

2.5.12 at-grade intersection: An at-grade intersection is an intersection where all roadways cross or join at the same level.

2.5.13 channelized intersection: A channelized intersection is an at-grade intersection in which traffic is diverted into definite paths by raised or painted traffic islands.

2.5.14 grade separation: A grade separation is a crossing at different levels of two trafficways, or a trafficway and a railway.

2.5.15 fully-controlled access highway: A fully-controlled access highway is a trafficway on which preference is given to through traffic by permitting access only from other trafficways and by providing grade separations at all crossing trafficways.

2.5.16 interchange: An interchange is a system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

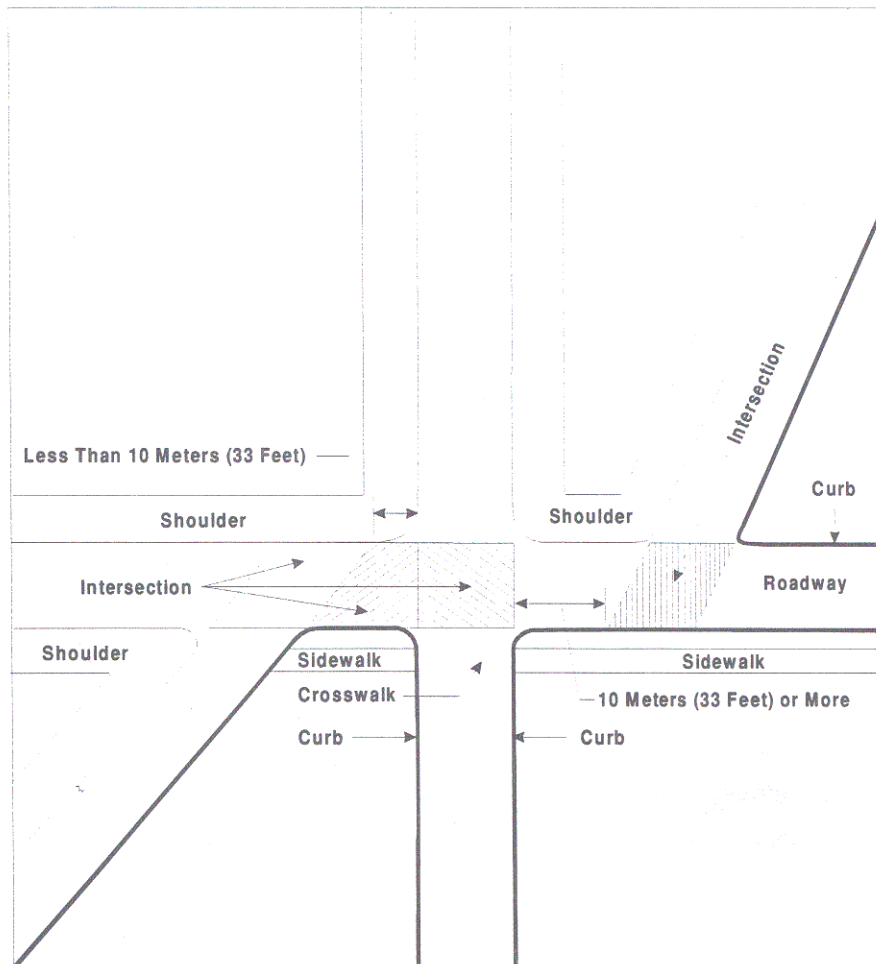
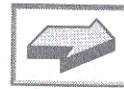
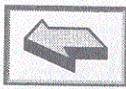


Figure 5 — Intersection (See 2.5.10)



2.5.17 ramp: A ramp is an auxiliary roadway used for entering or leaving through-traffic lanes.

2.5.18 frontage road: A frontage road is a roadway generally paralleling an expressway, freeway, parkway, or through street so designed as to intercept, collect and distribute traffic desiring to cross, enter, or leave such facility and to furnish access to property which otherwise would be isolated as a result of controlled-access features. The frontage road may be within the same trafficway as the main roadway or in a separate trafficway.

2.5.19 gore: A gore is an area of land where two roadways diverge or converge. The area is bounded on two sides by the edges of the roadways, which join at the point of divergence or convergence. The direction of traffic must be the same on both sides of these roadways. The area includes shoulders or marked pavement, if any, between the roadways. The third side is 60 meters (approximately 200 feet) from the point of divergence or convergence or, if any other road is within 70 meters (230 feet) of that point, a line 10 meters (33 feet) from the nearest edge of such road. See Figure 6.

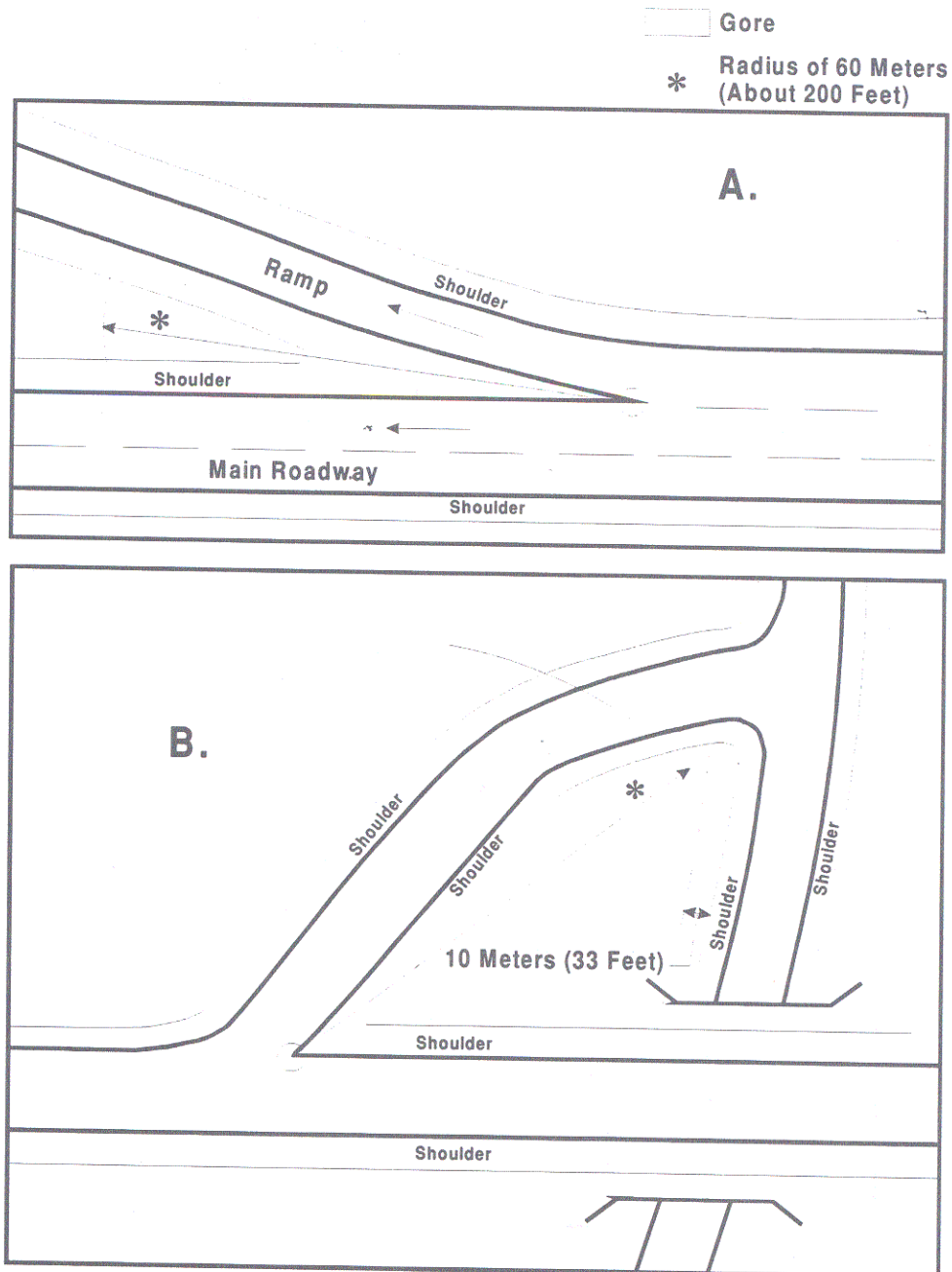


Figure 6 — Gore (2.5.19)

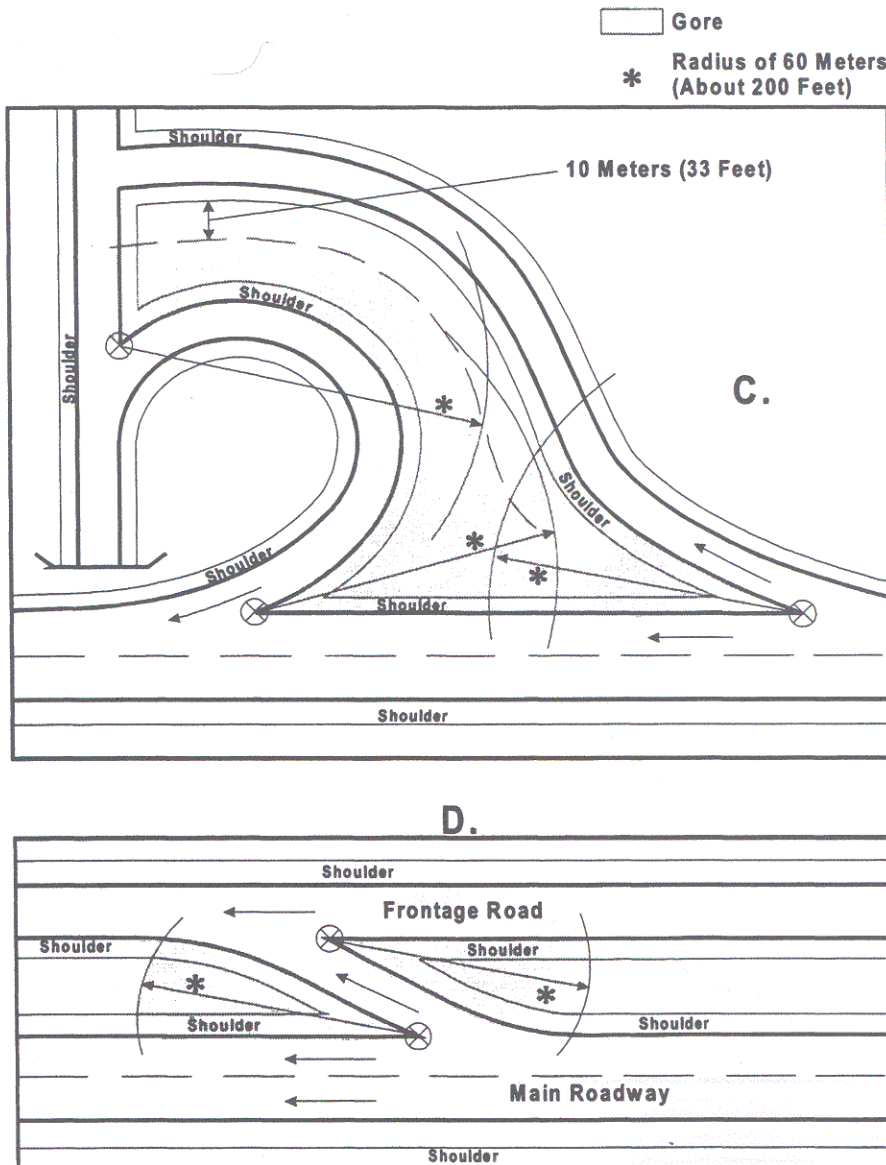
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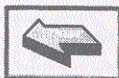
- Areas at rest area entry or exit ramps
- Areas at truck weigh station entry or exit ramps
- Areas where two main roadways diverge or converge
- Areas where a ramp and another roadway, or two ramps, diverge or converge

- Areas where a frontage road and another roadway, or two frontage roads, diverge or converge
- And others

Exclusions:

- Islands for channelization of vehicle movements
- Islands for pedestrian refuge
- And others

**Figure 6 — Gore continued (See 2.5.19)**



2.5.20 curb return: A curb return is the curved section of curb used at intersections in joining straight sections of curb.

2.5.21 crosswalk: A crosswalk is (1) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the roadway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway, or (2) any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.

2.5.22 parking lot: A parking lot is an area used primarily for parking road vehicles. When paved and marked it commonly includes the following areas:

- 1) Parking stalls — areas reserved primarily for parked road vehicles
- 2) Parking lot aisles — areas used primarily for vehicular access to parking stalls. Parking lot aisles are not trafficways.
- 3) Parking lot ways — land ways which are used primarily for vehicular circulation within parking lots and for vehicular access to parking lot aisles. Parking lot ways in parking lots open to the public are trafficways.

2.6 Road Vehicle Accident Types

2.6.1 overturning accident: An overturning accident is a road vehicle accident in which the first harmful event is the overturning of a road vehicle.

2.6.2 collision accident: A collision accident is a road vehicle accident other than an overturning accident in which the first harmful event is a collision of a road vehicle in transport with another road vehicle, other property or pedestrians.

2.6.3 noncollision accident: A noncollision accident is any road vehicle accident other than a collision accident.

Inclusions:

- Overturning accident
- Jackknife accident (See 2.6.4.)
- Accidental poisoning from carbon monoxide generated by a road vehicle in transport
- Breakage of any part of a road vehicle in transport, resulting in injury or in further property damage

- Explosion of any part of a road vehicle in transport
- Fire starting in a road vehicle in transport
- Fall or jump from a road vehicle in transport
- Occupant hit by an object in, or thrown against some part of a road vehicle in transport
- Injury or damage from moving part of a road vehicle in transport
- Object falling from, or in, a road vehicle in transport
- Object falling on a road vehicle in transport
- Toxic or corrosive chemicals leaking out of a road vehicle in transport
- Injury or damage involving only the road vehicle that is of a non-collision nature, such as a bridge giving way under the weight of a road vehicle, striking holes or bumps on the surface of the trafficway, or driving into water, without overturning or collision
- And others

2.6.4 jackknife accident: A jackknife accident is a noncollision accident in which the first harmful event results from unintended contact between any two units of a multiunit road vehicle such as a truck combination.

2.6.5 collision involving pedestrian: A collision involving pedestrian is a collision accident in which the first harmful event is the collision of a pedestrian and a road vehicle in transport.

2.6.6 collision involving motor vehicle in transport: A collision involving motor vehicle in transport is an accident that is both a motor vehicle accident and a collision accident in which the first harmful event is the collision of two or more motor vehicles in transport.

2.6.7 collision involving other road vehicle in transport: A collision involving other road vehicle in transport is an accident that is both an other-road-vehicle accident and a collision accident in which the first harmful event is the collision of two or more other road vehicles in transport.

2.6.8 collision involving parked motor vehicle: A collision involving parked motor vehicle is a collision accident in which the first harmful event is the striking of a motor vehicle not in transport by a road vehicle in transport.



2.6.9 collision involving railway vehicle: A collision involving railway vehicle is a collision accident in which the first harmful event is the collision of a road vehicle in transport and a railway vehicle.

2.6.10 collision involving pedalcycle: A collision involving pedalcycle is an accident that is both a motor vehicle accident and a collision accident in which the first harmful event is the collision of a pedalcycle in transport and a motor vehicle in transport.

2.6.11 collision involving animal: A collision involving animal is a collision accident in which the first harmful event is the collision of an animal, other than an animal powering an other road vehicle, and a road vehicle in transport.

2.6.12 collision involving fixed object: A collision involving fixed object is a collision accident in which the first harmful event is the striking of a fixed object by a road vehicle in transport. Fixed objects include such objects as guardrail, bridge railing or abutments, construction barricades, impact attenuators, trees, embedded rocks, utility poles, ditches, steep earth or rock slopes, culverts, fences and buildings.

2.6.13 collision involving other object: A collision involving other object is any collision accident other than a (1) collision involving pedestrian, (2) collision involving motor vehicle in transport, (3) collision involving other road vehicle in transport, (4) collision involving parked motor vehicle, (5) collision involving railway vehicle, (6) collision involving pedalcycle, (7) collision involving animal, or (8) collision involving fixed object.

2.7 Location of Road Vehicle Accidents

2.7.1 on-roadway accident: An on-roadway accident is (1) a collision accident in which the initial point of contact between colliding units in the first harmful event is within a roadway or (2) a non-collision accident in which the road vehicle involved was partly or entirely on the roadway at the time of the first harmful event.

2.7.2 off-roadway accident: An off-roadway accident is any road vehicle accident other than an on-roadway accident.

2.7.3 at-intersection accident: An at-intersection accident is a traffic accident in which the first harmful event occurs within the limits of an intersection. See Figure 5.

2.7.4 driveway access accident: A driveway access accident is a traffic accident in which the

first harmful event occurs on a driveway access or involves a road vehicle entering or leaving another roadway by way of a driveway access. See Figure 4.

2.7.5 intersection-related accident: An intersection-related accident is a traffic accident in which the first harmful event (1) occurs on an approach to or exit from an intersection and (2) results from an activity, behavior or control related to the movement of traffic units through the intersection. See Figure 5.

2.7.6 nonjunction accident: A nonjunction accident is a road vehicle accident that is not an at-intersection accident, a driveway access accident or an intersection-related accident.

2.7.7 interchange accident: An interchange accident is a traffic accident in which the first harmful event occurs within boundaries which include all ramps of auxiliary roadways and include each roadway entering or leaving the interchange to a point 30 meters (100 feet) beyond the gore or curb return at the outermost ramp connection. Interchange accidents may include at-intersection accidents, intersection-related accidents, driveway access accidents or nonjunction accidents. See Figure 7.

2.8 School Bus

2.8.1 school bus: A school bus is a motor vehicle used for the transportation of any school pupil at or below the 12th-grade level to or from a public or private school or school-related activity. A motor vehicle is not a school bus while on trips which involve the transportation exclusively of other passengers or exclusively for other purposes. A motor vehicle is a school bus only if it is externally identifiable by the following characteristics:

- 1) Its color is yellow.
- 2) The words "school bus" appear on the front and rear.
- 3) Flashing red lights are located on the front and rear.
- 4) Lettering on both sides identifies the school or school district served, or the company operating the bus.

Inclusions:

- Any automobile, bus, van, utility vehicle, truck, or other vehicle which meets the above criteria

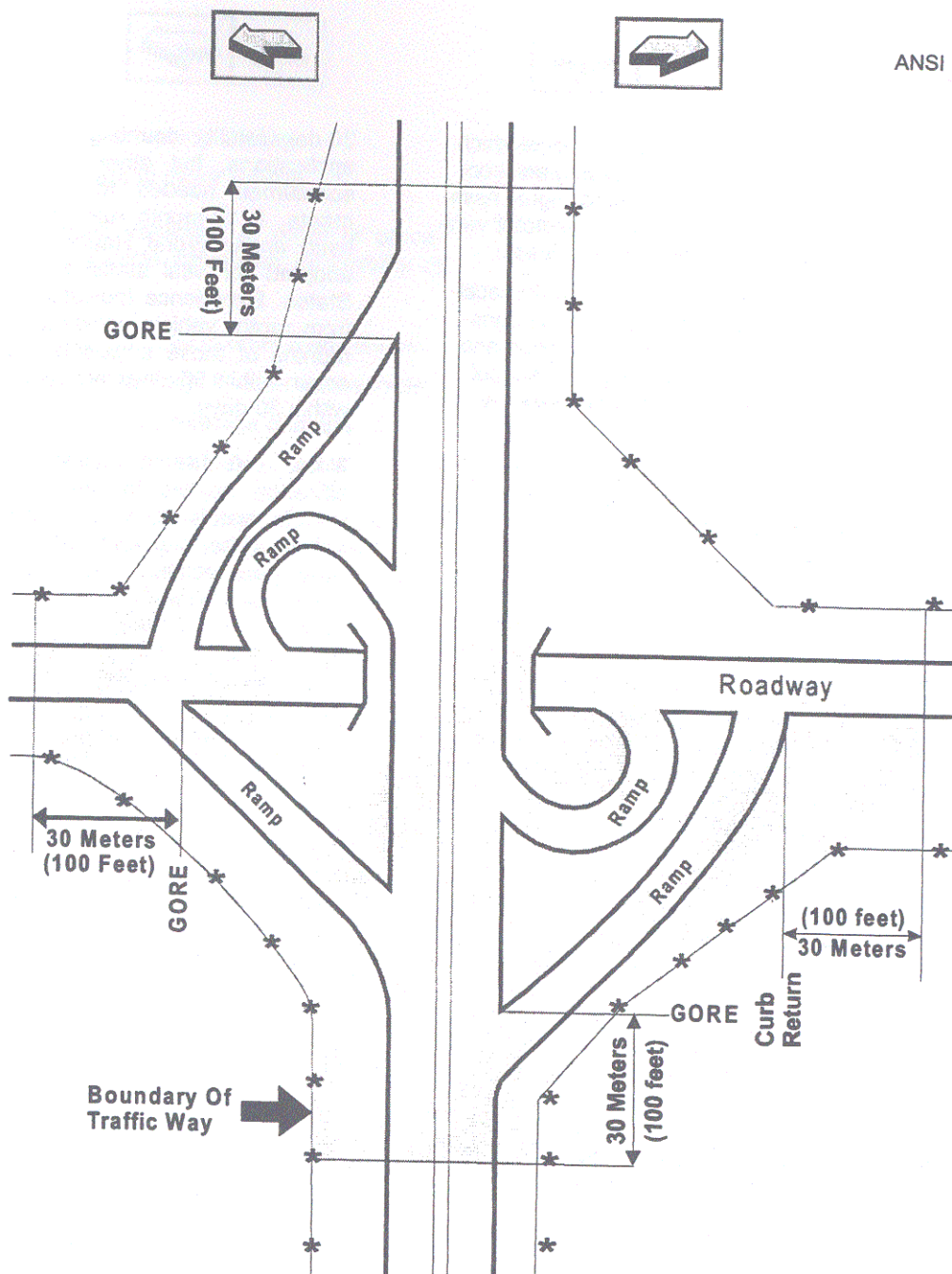


Figure 7 — Interchange Accidents Accidents which occur within the shaded area are interchange accidents (See 2.7.7)

- Any such vehicle going to pick up, or returning from delivering school pupils

Exclusions:

- Any vehicle while being used to transport non-school pupils such as senior citizens or migrant workers

2.8.2 school bus accident: A school bus accident is (1) a motor vehicle accident in which a school bus, with or without a pupil on board, is

involved directly as a contact vehicle, or (2) a motor vehicle accident or an other-road-vehicle accident in which a school bus, with or without a pupil on board, is involved indirectly as a noncontact vehicle.

Inclusions:

- A collision involving motor vehicle in transport in which one or more school buses strike(s) or are (is) struck by another road vehicle (directly involved)



- A collision involving pedestrian in which a child approaching or leaving a school bus, stopped and with its red lights flashing, is struck and injured by a motor vehicle (School bus indirectly involved)
- A collision accident or noncollision accident involving a motor vehicle in transport passing a school bus stopped and with its red lights flashing (The school bus is a noncontact vehicle indirectly involved)
- A collision accident in which a child approaching or leaving a school bus, stopped and with its red lights flashing, is struck and injured by a pedalcycle (School bus indirectly involved)

Exclusions:

- A collision accident or non-collision accident involving a motor vehicle which is normally used as a school bus, but is carrying only senior citizens when the collision occurs

3 Classification

3.1 Classification of Persons by Injury Severity

3.1.1 Introduction. The purpose of this classification is to describe the most severe injury to any person involved in a road vehicle accident.

3.1.2 Categories. There are five mutually exclusive categories for classification of injured persons. In order of precedence, these are:

- person with fatal injury
- person with incapacitating injury
- person with nonincapacitating evident injury
- person with possible injury
- person with no injury

3.1.3 Time of classification. Injuries should be classified on the basis of conditions at the scene of the accident. The single exception to this rule applies to fatal injuries. If any injury results in death within a specified period after the road vehicle accident in which the injury occurred, the injury classification should be changed to fatal injury. For general use in the administration of highway safety programs, the specified period is 30 days. This

30-day fatality counting rule is suitable for most applications, but other fatality counting rules are sometimes needed to meet specialized requirements. A 12-month rule for counting fatalities is used under World Health Organization procedures adopted for vital statistics reporting in the United States. Experience indicates that, of the deaths from motor vehicle accidents which occur within 12 months of those accidents, about 99.5 percent occur within 90 days and about 98.0 percent occur within 30 days.

3.1.4 Guide to classification. The injury classification applies to any person involved in road vehicle accidents while either in or out of a road vehicle. The categories are so defined that, for the most part, neither medical attention nor special tests are required for classification. Classification usually can be done by ordinary observation at the time of the accident or from information submitted on the accident report.

3.1.5 Additional guides for fatal injuries. The underlying cause of death recorded in the medical certification part of the death certificate determines whether or not a death is classified as a fatal injury resulting from a road vehicle accident. Instructions for interpretation of information reported on death certificates are too detailed for inclusion in this manual. Normally, the medical examiner or coroner will be the final authority on matters pertaining to cause of death whether or not an autopsy is performed.

3.1.6 Alternate injury scale. A more detailed scale for recording injuries by type and severity is available in The Abbreviated Injury Scale (AIS), a publication of the American Association for Automotive Medicine.

3.2 Classification of Road Vehicles by Damage Severity

3.2.1 Introduction. The purpose of this classification is to describe the most severe damage to any road vehicle involved in a road vehicle accident.

3.2.2 Categories. There are four mutually exclusive categories for road vehicle damage to motor vehicles (see 3.2.2.1) or other road vehicles. (See 3.2.2.2.)

3.2.2.1 Motor vehicles. In order of precedence, motor vehicle categories by severity of damage are:

- Disabling damage to motor vehicle
- Functional damage to motor vehicle



- Other motor vehicle damage
- No damage to motor vehicle

3.2.2.2 Other road vehicles. In order of precedence, other road vehicle categories by severity of damage are:

- Disabling damage to other road vehicle
- Functional damage to other road vehicle
- Other other-road-vehicle damage
- No damage to other road vehicle

3.2.3 Alternate damage scale. A more detailed scale for recording damage by severity and type of impact is available in Vehicle Damage Scale for Traffic Accident Investigators, a National Safety Council publication.

3.3 Accident Classification by Transport Vehicle Type

3.3.1 Introduction. The purpose of this classification is to describe the type of transport accident.

3.3.2 Categories. There are five mutually exclusive categories for classification of transport accidents. In order of precedence, these are:

- Aircraft accident
- Watercraft accident
- Motor vehicle accident
- Railway accident
- Other-road-vehicle accident

3.3.3 Basis for categories. The five categories of transport accident listed above are based upon those used for compilation of vital statistics. Current definitions for this purpose are given in the World Health Organization "Manual of the International Statistical Classification of Diseases, Injuries, and Causes of Death," Volume I, pages 547-552 (1975 Revision, published in 1977).

3.4 Accident Classification by Injury Severity

3.4.1 Introduction. The purpose of this classification is to describe the severity of a road vehicle accident in terms of injuries received. The accident is classified according to the most serious injury to any person involved.

3.4.2 Categories. There are five mutually exclusive categories of injury severity for classification of road vehicle accidents. (See 3.4.2.1.) These may be reduced to three mutually exclusive

categories by combining the nonfatal injury categories. (See 3.4.2.2.)

3.4.2.1 Five category set. Road vehicle accident categories, in order of precedence, are:

- Fatal accident
- Incapacitating injury accident
- Nonincapacitating evident injury accident
- Possible injury accident
- Noninjury accident

3.4.2.2 Three category set. Road vehicle accident categories, in order of precedence, are:

- Fatal accident
- Nonfatal injury accident
- Noninjury accident

3.4.3 General. The "noninjury accident" classification applies only to road vehicle accidents which result in damage but not injury.

3.5 Accident Classification by Damage Severity

3.5.1 Introduction. The purpose of this classification is to describe the severity of a road vehicle accident in terms of damage to property.

3.5.2 Categories. There are five categories of damage severity for classification of motor vehicle accidents (see 3.5.2.1) or other-road-vehicle accidents. (See 3.5.2.2.)

3.5.2.1 Motor vehicle accidents. Motor vehicle accident categories, in order of precedence, are:

- Disabling damage accident
- Functional damage accident
- Other motor vehicle damage accident
- Other property damage accident
- No damage accident

3.5.2.2 Other-road-vehicle accidents. Other-road-vehicle accident categories, in order of precedence, are:

- Disabling damage accident
- Functional damage accident
- Other other-road-vehicle damage accident
- Other property damage accident
- No damage accident



3.5.3 Interpretation. This classification does not actually describe or measure the severity of the whole road vehicle accident, but only the most serious damage to one road vehicle. A motor vehicle accident in which one motorcycle was disabled would have the same "damage severity" as one in which four trucks with trailers were demolished.

3.5.4 General. The "no damage" classification applies only when there is injury (see 2.3.1) but no damage in a road vehicle accident; if there were neither damage nor injury there would be no accident.

3.6 Accident Classification by Number of Vehicles

3.6.1 Introduction. The purpose of this classification is to describe a motor vehicle accident in terms of the number of motor vehicles in transport which are involved, or other-road-vehicle accident in terms of the number of other road vehicles in transport which are involved.

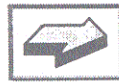
3.6.2 Categories. The categories for classification of road vehicle accidents by number of vehicles are:

- Single vehicle accident
- Two vehicle accident
- Three vehicle accident
- And so on

3.6.3 Noncontact road vehicles. A noncontact (or "phantom") road vehicle is not counted as one of the road vehicles involved in an accident. (See 2.4.8.) Noncontact vehicles may or may not be recorded on accident reports but should not be counted when classifying accidents by number of vehicles involved. Information about a noncontact vehicle may be recorded for legal purposes, but such vehicles are not counted for statistical purposes.

3.6.4 Single-vehicle accidents. Common types of single-vehicle accidents are noncollision accidents or collisions involving pedestrians, fixed objects, wild animals or unrestrained domestic animals.

3.6.5 School bus. If a school bus is directly involved (as a contact vehicle) in a motor vehicle accident, the school bus is counted as any other motor vehicle would be. If a school bus is indirectly involved (e.g., as a noncontact vehicle) in a motor vehicle accident or an other-road-vehicle accident, it is not counted.



3.7 Accident Classification by First Harmful Event

3.7.1 Introduction. The purpose of this classification is to describe a road vehicle accident in terms of the first harmful event that occurred.

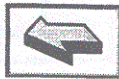
3.7.2 Categories. Under two broad classifications, there are ten mutually exclusive categories for classification of motor vehicle accidents (see 3.7.2.1) and nine mutually exclusive categories for classification of other-road-vehicle accidents (see 3.7.2.2).

3.7.2.1 Motor vehicle accidents. Motor vehicle accident categories are:

- Collision accident
- Collision involving pedestrian
- Collision involving motor vehicle in transport
- Collision involving parked motor vehicle
- Collision involving railway vehicle
- Collision involving pedalcycle
- Collision involving animal
- Collision involving fixed object
- Collision involving other object
- Noncollision accident
- Overturning accident
- Jackknife accident
- Other noncollision accident

3.7.2.2 Other-road-vehicle accidents. Other-road-vehicle accident categories are:

- Collision accident
- Collision involving pedestrian
- Collision involving other road vehicle in transport
- Collision involving parked motor vehicle
- Collision involving railway vehicle
- Collision involving animal
- Collision involving fixed object
- Collision involving other object
- Noncollision accident
- Overturning accident



- Jackknife accident
- Other noncollision accident

3.7.3 Guide to classification. The use of the first harmful event rather than the most severe or significant harmful event is specified for uniformity in reported road vehicle accident statistics. For analytic purposes it may be desirable to collect and use information about subsequent harmful events.

3.8 Accident Classification by Location

3.8.1 Roadway-Related Location

3.8.1.1 Introduction. The purpose of this classification is to describe a road vehicle traffic accident in terms of its location with respect to roadways.

3.8.1.2 Categories. There are two mutually exclusive categories for classification of road vehicle traffic accidents in terms of location with respect to roadways. These are:

- On-roadway accident
- Off-roadway accident

3.8.1.3 Inadequate information. If there is insufficient information to determine clearly in which category a road vehicle traffic accident belongs, classify the accident as an on-roadway accident.

3.8.2 Junction-Related Location

3.8.2.1 Introduction. The purpose of this classification is to describe a traffic accident in terms of its location with respect to junctions.

3.8.2.2 Categories. There are four mutually exclusive categories for classification of traffic accidents in terms of location with respect to junctions. In order of precedence, these are:

- At-intersection accident
- Driveway access accident
- Intersection-related accident
- Nonjunction accident

3.8.3 Administrative Class of Trafficway

3.8.3.1 Introduction. The purpose of this classification is to describe a traffic accident in terms of the administrative class of trafficway on which it occurred.

3.8.3.2 Categories. There are six mutually exclusive categories for classification of traffic accidents

by administrative class of trafficway. In order of precedence these are:

- Interstate highway accidents
- Other U. S. route numbered highway accidents
- Other state route numbered highway accidents
- County road accidents
- City street accidents
- All other traffic accidents

3.8.3.3 Intersections or interchanges. For traffic accidents within intersections or interchanges, assign the administrative class of trafficway as follows:

- In an at-intersection accident, assign the accident to the highest class of trafficway at the intersection.
- In an interchange accident, assign the accident to the highest class of trafficway in the interchange unless the accident occurs on the lower class trafficway and does not occur at the connections of ramps and lower class roadways. Accidents which occur at the connections of ramps and the lower class roadways, including those in merge/diverge lanes, should be assigned to the highest class trafficway in the interchange. (See Figure 6.) (See also 3.8.3.4 Ramps or frontage roads.)

3.8.3.4 Ramps or frontage roads. A ramp or connecting road at an intersection or interchange is presumed to be part of the highest class of trafficway with which it connects. A frontage road is not considered to be a ramp or connecting road.

3.8.3.5 First harmful event. The location of the first harmful event determines the trafficway classification for the traffic accident. When the first harmful event does not occur on a trafficway the traffic accident should be attributed to the class of trafficway on which the unstabilized situation originated.

3.8.3.6 Overlapping systems. Some sections of trafficways are on more than one administrative system. For example, a highway may have both a U. S. route number and a state route number. In such a case, a traffic accident should be assigned



to the highest administrative system at the accident location.

3.8.3.7 Inadequate information. In any case where there is a question as to which administrative class of trafficway a traffic accident should be assigned, it should be assigned to the higher class.

3.8.4 Access Class of Trafficway

3.8.4.1 Introduction. The purpose of this classification is to describe a traffic accident in terms of the access class of trafficway on which it occurred.

3.8.4.2 Categories. There are two mutually exclusive categories for classification of traffic accidents by access class of trafficway. These are:

- Fully-controlled access highway accidents
- Other traffic accidents

3.8.4.3 Guide to classification. Classification of traffic accidents by access class of trafficway should be compatible with classification of accidents by administrative class of trafficway. (See 3.8.3.)

3.8.5 Land Use Character

3.8.5.1 Introduction. The purpose of this classification is to describe the location of a road vehicle accident in terms of the general area in which it occurred.

3.8.5.2 Categories. There are two mutually exclusive categories for classifying road vehicle accidents with respect to location by land use character. These categories are:

- Urban area accident
- Rural area accident

3.8.6 Political Subdivision

3.8.6.1 Introduction. The purpose of this classification is to describe the location of a road vehicle accident in terms of the political subdivision in which it occurred.

3.8.6.2 Categories. Any city, county, state or other political jurisdiction is a possible category for classification of road vehicle accident by political jurisdiction. Such categories are not necessarily mutually exclusive.

3.8.6.3 Guide to classification. The location of the first harmful event is presumed to be the acci-



dent location for purposes of classification of road vehicle accidents by political jurisdiction.

3.8.7 Bikeway-Related Location

3.8.7.1 Introduction. The purpose of this classification is to describe a road vehicle traffic accident involving one or more pedalcycles in terms of its location with respect to bikeways.

3.8.7.2 Categories. There are four mutually exclusive categories for classification of road vehicle traffic accidents in terms of location with respect to bikeways. These are:

- Bicycle trail accidents
- Bicycle lane accidents
- Shared road accidents
- Non-bikeway accidents

3.8.7.3 Inadequate information. If there is insufficient information to determine clearly in which category a road vehicle traffic accident belongs, classify the accident as a non-bikeway accident.

3.9 Motor-Vehicle Classification

3.9.1 Introduction. The purpose of this classification is to describe the type of motor vehicle involved in a motor vehicle accident.

3.9.2 Categories. Categories for classification of motor vehicles by type include:

- Automobile (See 3.10, 3.11.)
 - Van
 - Other automobile
- Utility vehicle
- Bus
 - Van
 - Other bus
- Motorcycle (See 3.12.)
- Truck tractor
- Truck (See 3.13.)
 - Single-unit
 - Van
 - Other single-unit
 - Truck
 - Truck combination
- Other motor vehicle



3.10 Automobile Classification Size

3.10.1 Introduction. The purpose of this classification is to describe the sizes of automobiles involved in accidents.

3.10.2 Categories. There are three mutually exclusive categories of automobile size, based on wheelbase expressed to the nearest inch. Where a finer breakdown is desired, the three-category set may be expanded to a seven-category set.

3.10.2.1 Three-category set. Primary automobile size categories are:

Small — wheelbase 99 inches (2.51 meters) or less

Midsize — wheelbase 100 to 109 inches (2.54 to 2.77 meters)

Large — wheelbase 110 inches (2.79 meters) or more

3.10.2.2 Seven-category set. Secondary automobile size categories are:

Ultrasmall — wheelbase 89 inches (2.26 meters) or less

Minicompact — wheelbase 90 to 94 inches (2.29 to 2.39 meters)

Subcompact — wheelbase 95 to 99 inches (2.41 to 2.51 meters)

Compact — wheelbase 100 to 104 inches (2.54 to 2.64 meters)

Intermediate — wheelbase 105 to 109 inches (2.67 to 2.77 meters)

Full-size — wheelbase 110 to 114 inches (2.79 to 2.90 meters)

Largest — wheelbase 115 inches (2.92 meters) or more

3.10.3 Guide to classification. It is not expected that automobile size categories will generally be determined by investigating officers or entered on accident report forms. These data ordinarily may be obtained more economically and accurately by computer interpretation of vehicle identification numbers (VIN's), from tables of size by year, make and model, or by other means.

3.11 Automobile Classification by Weight

3.11.1 Introduction. The purpose of this classification is to describe the weights of automobiles involved in accidents.

3.11.2 Categories. There are three mutually exclusive categories of automobile weight, based on curb weight expressed to the nearest 100 pounds. Curb weight is the weight of an automobile with standard equipment and a full complement of fuel and other fluids, but with no occupants or other load. Where a finer breakdown is desired, the three-category set may be expanded to a seven-category set.

3.11.2.1 Three-category set. Primary automobile weight categories are:

Light — curb weight 2400 pounds (1089 kilograms) or less

Midweight — curb weight 2500 to 3400 pounds (1134 to 1542 kilograms)

Heavy — curb weight 3500 pounds (1588 kilograms) or more

3.11.2.2 Seven-category set. Secondary automobile weight categories are:

A — curb weight 1400 pounds (635 kilograms) or less

B — curb weight 1500 to 1900 pounds (680 to 862 kilograms)

C — curb weight 2000 to 2400 pounds (907 to 1089 kilograms)

D — curb weight 2500 to 2900 pounds (1134 to 1315 kilograms)

E — curb weight 3000 to 3400 pounds (1361 to 1542 kilograms)

F — curb weight 3500 to 3900 pounds (1588 to 1769 kilograms)

G — curb weight 4000 pounds (1814 kilograms) or more

3.11.3 Guide to classification. It is not expected that automobile weight categories will generally be determined by investigating officers or entered on accident report forms. These data ordinarily may be obtained more economically and accurately by computer interpretation of vehicle identification numbers (VIN's), from tables of weight by year, make and model, or by other means.

3.12 Motorcycle Classification by Type

3.12.1 Introduction. The purpose of this classification is to describe the type of motorcycle involved in a motor vehicle accident.



3.12.2 Categories. Categories of motorcycle include:

- Large motorcycle
- Motor-driven cycle
 - Speed-limited motor-driven cycle
 - Moped
 - Other speed-limited motor-driven cycle
- Other motor-driven cycle

3.12.3 General. Motorcycles include a broad range of transport devices. To support traffic safety programs, it is desirable that motor vehicle accident records permit distinction at least between large motorcycles and motor-driven cycles. Where distinctive license plates are used for motor-driven cycles, speed-limited motor-driven cycles, or mopeds, they facilitate accurate identification of these vehicles.

3.13 Truck Classification by Weight

3.13.1 Introduction. The purpose of this classification is to describe the weights of trucks involved in accidents.

3.13.2 Categories. There are three mutually exclusive categories of trucks based on gross vehicle weight rating. The categories are:

Light truck — gross vehicle weight rating under 10,000 pounds (4,536 kilograms)

Medium truck — gross vehicle weight rating 10,000 to 26,000 pounds (4,536 to 11,793 kilograms)

Heavy truck — gross vehicle weight rating over 26,000 pounds (11,793 kilograms)

3.13.3 Guide to classification. A gross vehicle weight rating appears on a label or tag affixed to single-unit trucks, truck tractors and trailers manufactured for use in the United States. Such a label is required by federal regulations issued by the National Highway Traffic Safety Administration (49CFR567). The required label is generally placed on the door or door frame next to the driver's seating position or, for trailers, on the forward half of the left side.

Gross vehicle weight ratings for trucks are also encoded in vehicle identification numbers and may be included in computerized motor vehicle records maintained by the states.

Substitution of an estimate for a gross vehicle weight rating should take place only when the rating is not available from the above sources.

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Characteristics of Motor Vehicle Traffic Accidents

Motor vehicle traffic accidents have a number of characteristics which are used to distinguish between motor vehicle traffic accidents and other events such as non-accidents, aircraft or railway accidents and other motor vehicles, cataclysms and nontraffic accidents. The questions below address all of the distinguishing characteristics of motor vehicle traffic accidents. If the answer to each of the questions below is "yes", the incident is a motor vehicle accident.

1) Did the incident include one or more occurrences of injury (2.3.1) or damage (2.3.7)?

2) Was there at least one occurrence of injury or damage which was not a direct result of a cataclysm (2.4.5)?

3) Did the incident involve one or more motor vehicles (2.2.7)?



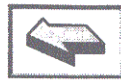
4) Of the motor vehicles involved, was at least one in transport (2.2.34)?

5) Was the incident an unstabilized situation (2.4.4)?

6) Did the unstabilized situation originate on a trafficway (2.2.1) or did injury or damage occur on a trafficway?

7) If the incident involved a railway train (2.2.5) in transport, did a motor vehicle in transport become involved prior to any injury or damage involving the train?

8) Is it true that neither an aircraft (2.1.5) in transport nor a watercraft (2.1.6) in transport was involved in the incident?



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